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AD 57526

Armed Services Technical Information Agency

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**PLANS
AND
PHOTOGRAPHS**

10/11/56
54546

INTER-SERVICE TOPIC

Ju

I.S.T. 1/4/17. (Revised).

I.S.T. Special Report on Railways of South-West Germany.

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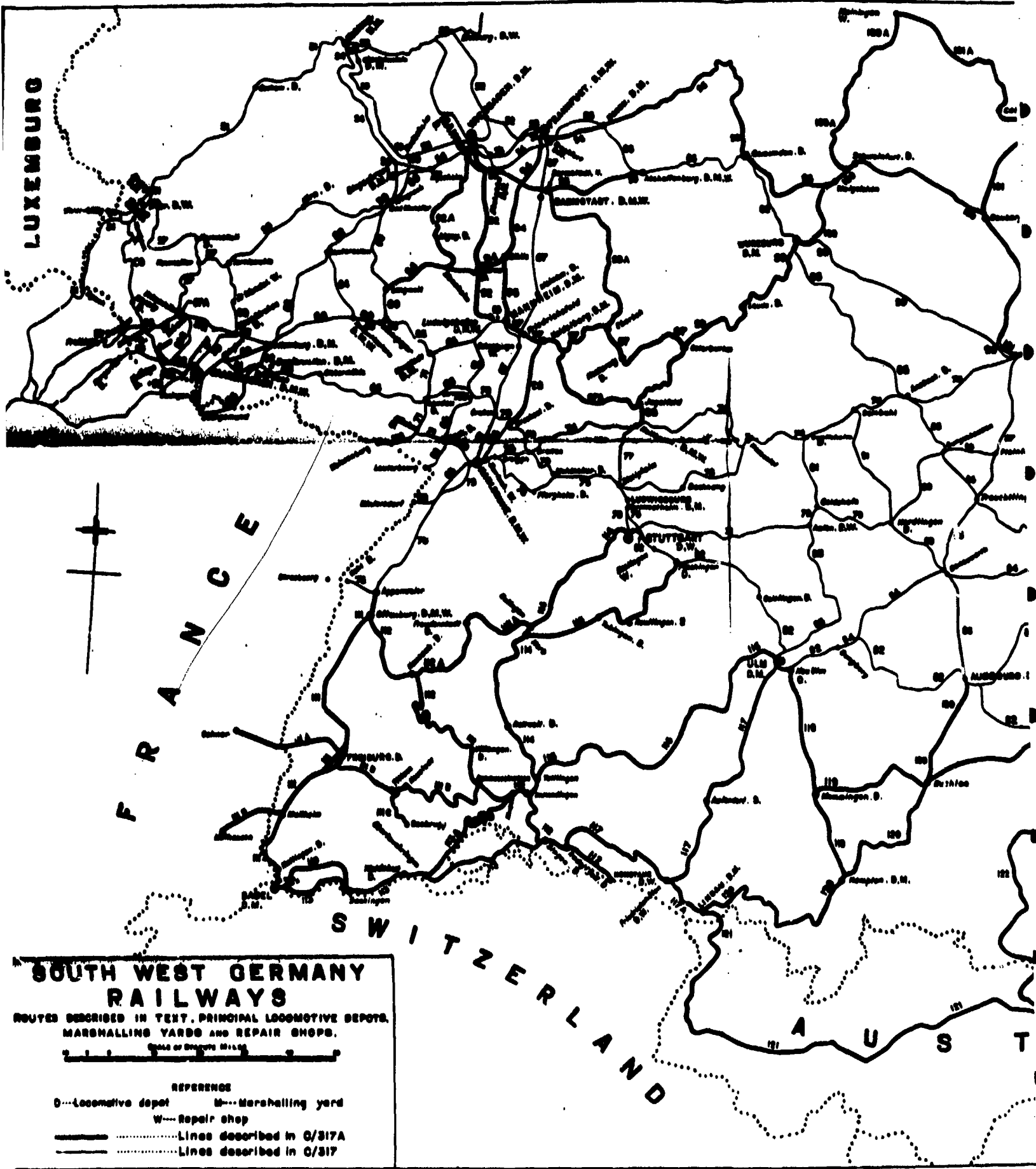
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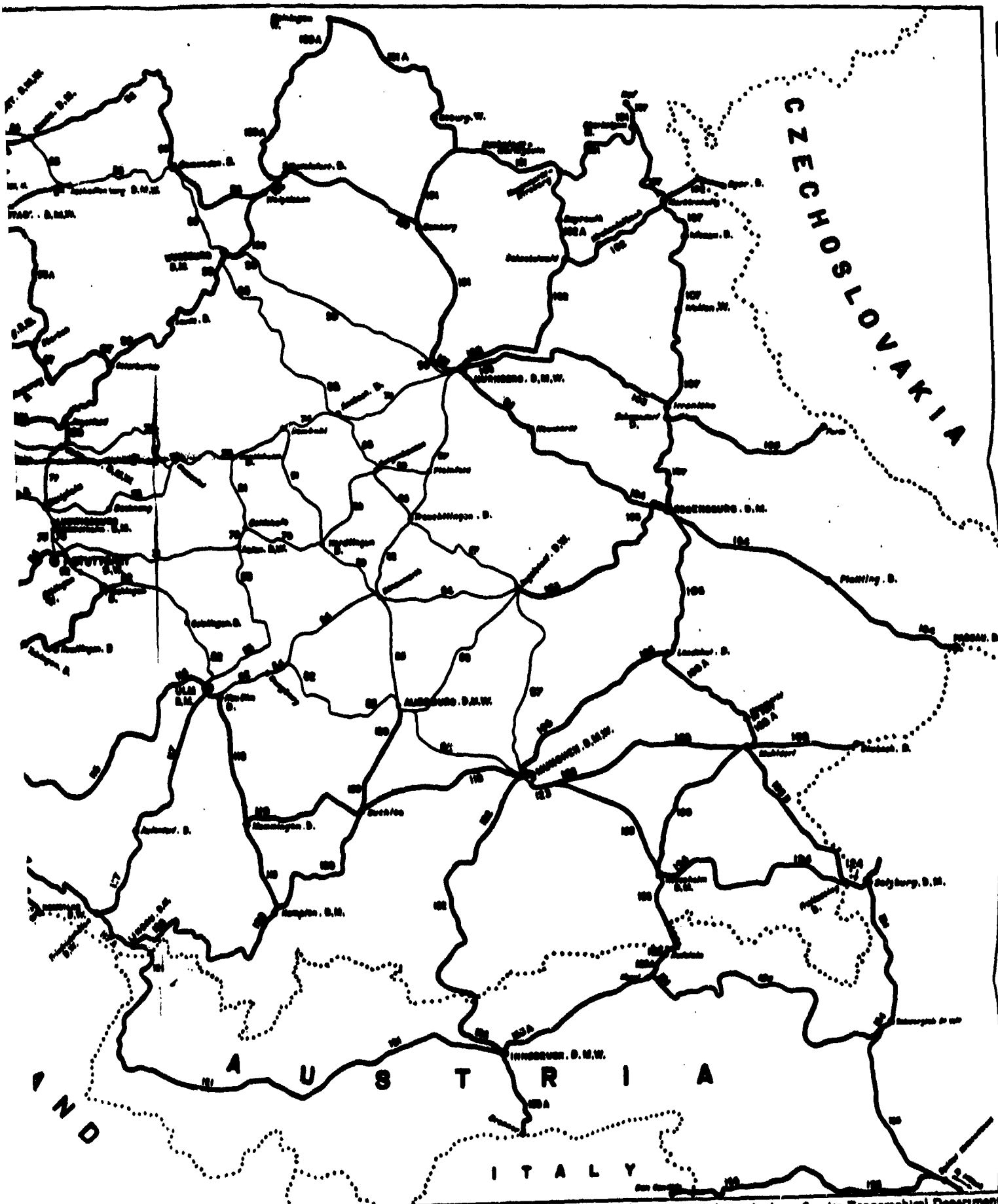


Diagram of Reichsbahn Organization.

Der Aufbau der Deutschen Reichsbahn

Stand 1. April 1938

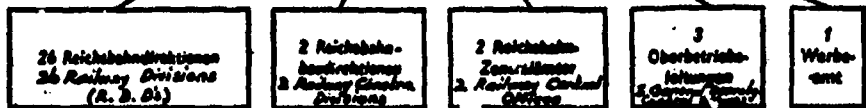
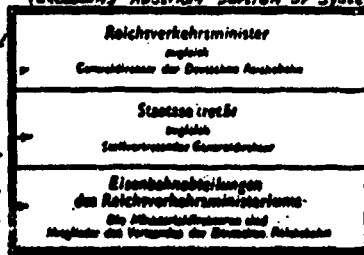
(ohne den österreichischen Teil der Reichsbahn)

The Organization of the German State Railway
(excluding Austria portion of system)

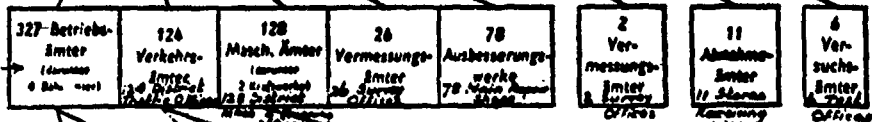
Minister of Transport
and
General Manager

State Secretary of
Ministry of Transport
and
Deputy Genl. Manager

Railway Departments
of
Ministry of Transport

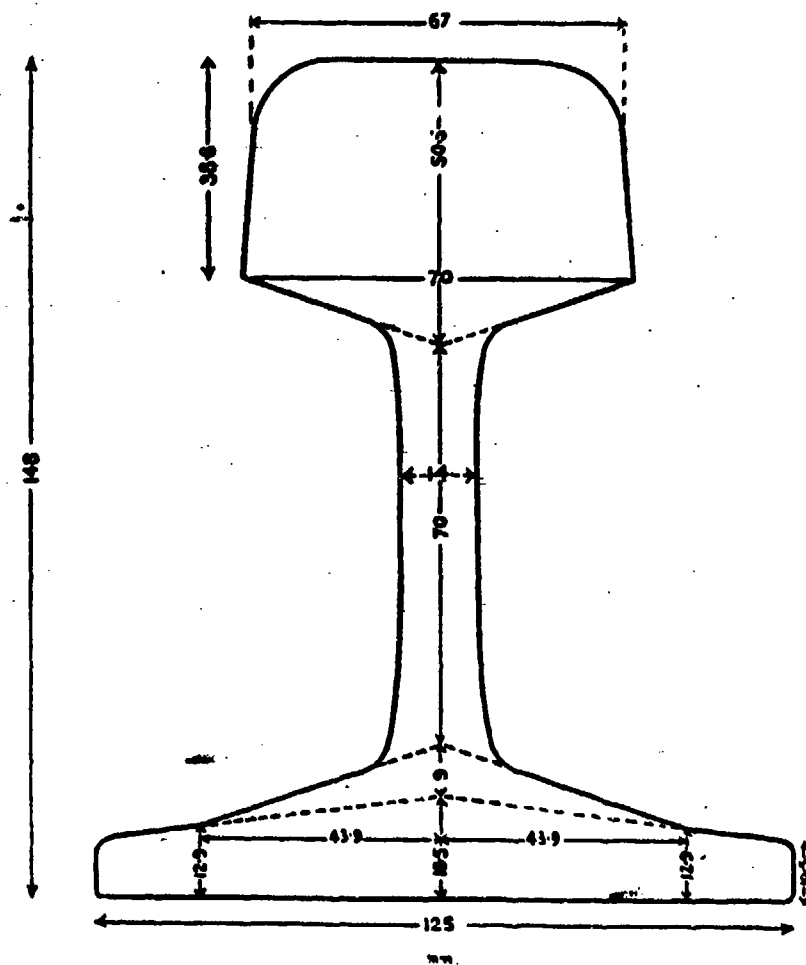


327 District
Operating &
Engineering
Offices



Außerdem: 7 Schmelz- und Gießereien, 117 Gaserzeugungsanlagen, 70 Wasser- und Wasserkraftwerke, 1485 Umspann-
-Umformer und Stromrichterwerke und 1981 Bahnwasserwerke.

Diagram of Standard German 8.49 rail - cross section.

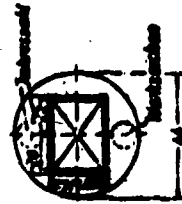
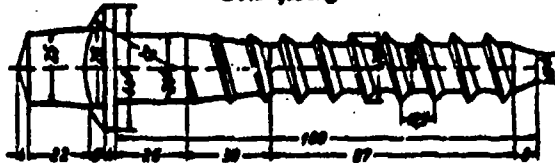
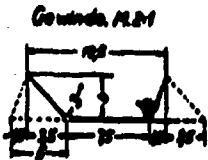


Standard German Ball Bearings.

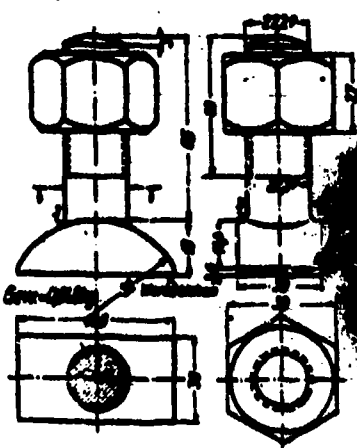
Lasche FI 16^a M.1:4 Gew. - 920 kg



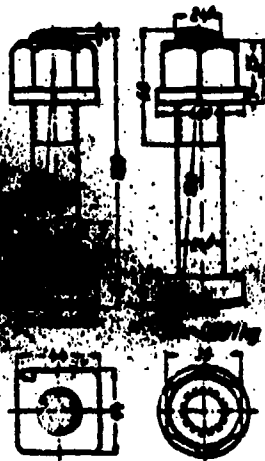
Schwellenschraube Ss 5. M. 1:2
0cm-0,5cm



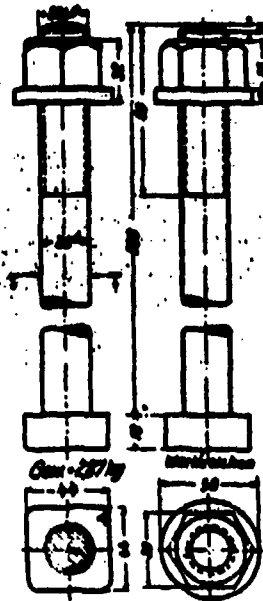
Hakenschraube Hs16-03



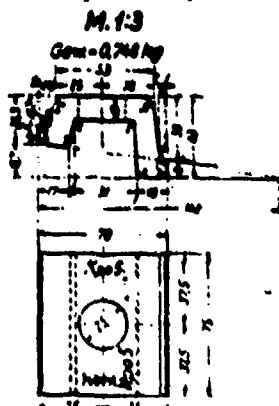
Laschenschraube Lsf-130
M 20



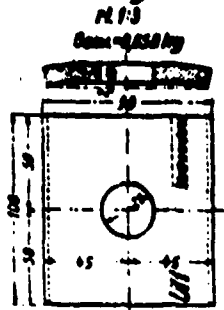
Kuppelschraube Kls2-200
M19



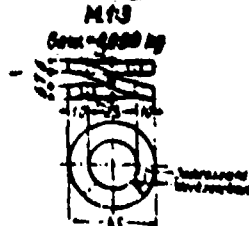
Klemmplatte Kpo5



Unterlage U11



**Doppelter
Federring Fe6**





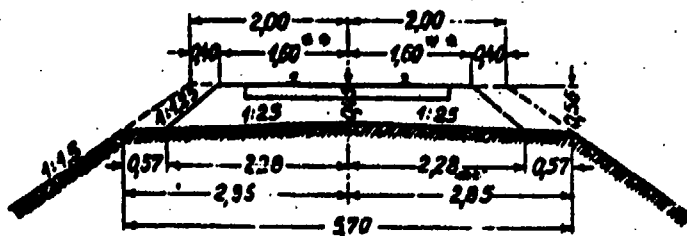
K PATTERN PERMANENT WAY WITH S49 NAILS (WOODEN SLEEPERS).



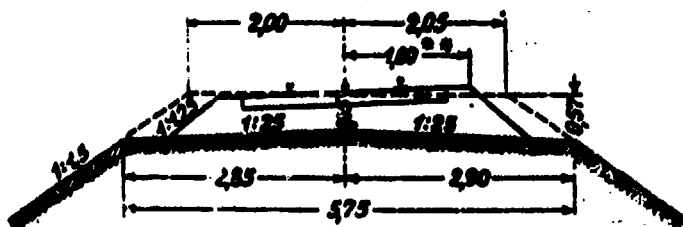
K PATTERN PERMANENT WAY WITH S49 NAILS (WOODEN SLEEPERS).

Section of Single Track Formation.

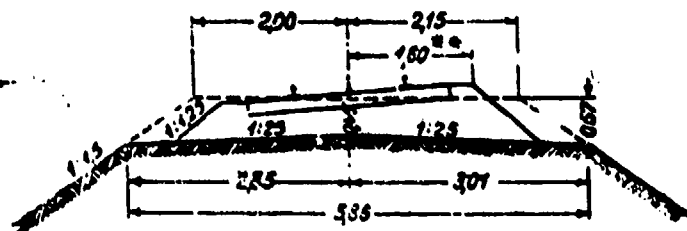
(A) STRAIGHT ROAD



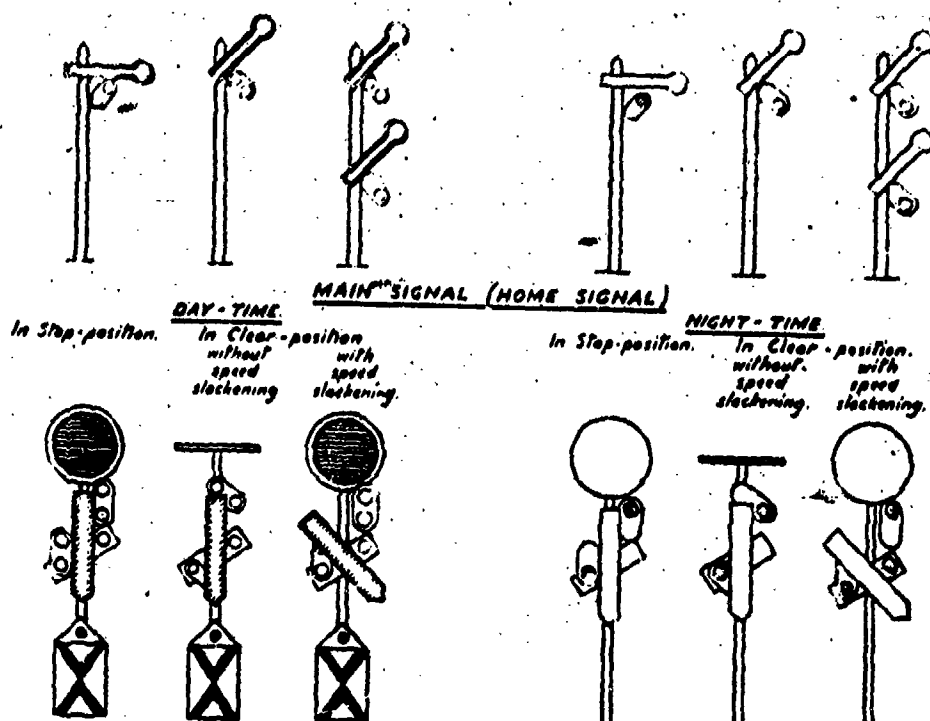
(B) CURVES WITH SUPERELEVATION UP TO 60 MM.



(C) CURVES WITH SUPERELEVATION OF MORE THAN 60 MM.

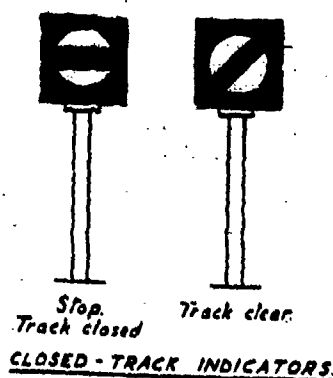


MINIMUM MEASUREMENTS
DISTANCES IN METRES



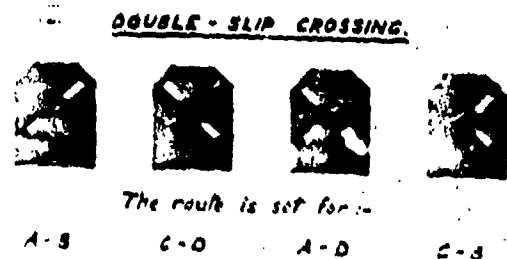
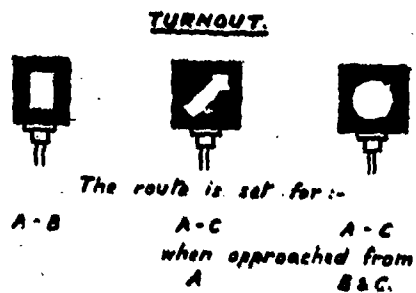
ADVANCE SIGNAL (DISTANT SIGNAL)

DAY - TIME. **NIGHT - TIME.**



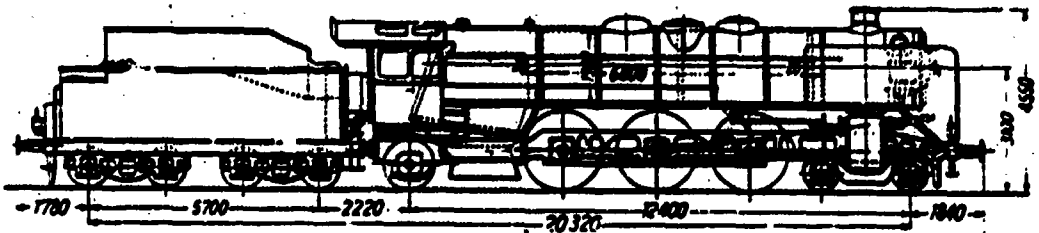
REFERENCE TO SIGNAL COLOURS

- Orange (Amber)
- Red.
- Green.



Die Einheits-Lokomotiven der Deutschen Reichsbahn-Gesellschaft soweit die Henschel & Sohn AG bisher an ihren Lieferungen beteiligt gewesen ist

Die im Betrieb befindlichen Lokomotiven der Reihen 41 (Mitteldruck),
45 (s. Bild auf Seite 255), 62 und 85 stammen ausschließlich aus den Henschel-Werken

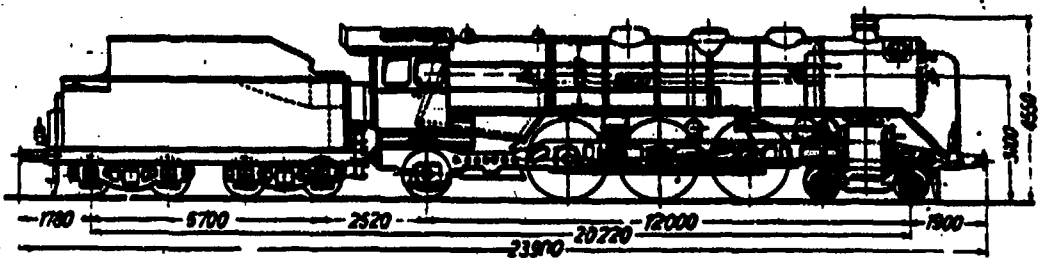


Type C1 2-cylinder express locomotive

Class S 36.20

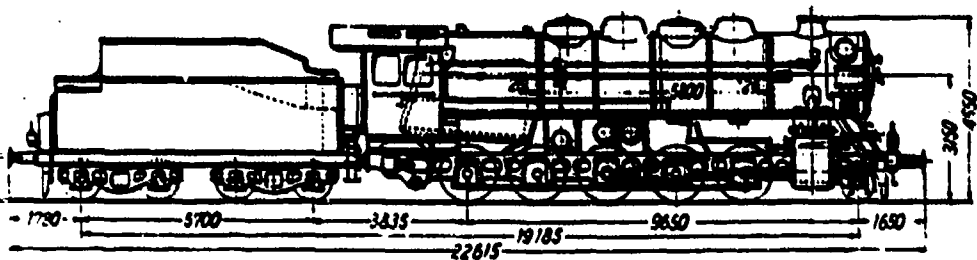
Type C2 4-cylinder compound locomotive

Class S 36.20



Type C3 2-cylinder express locomotive

Class S 36.18

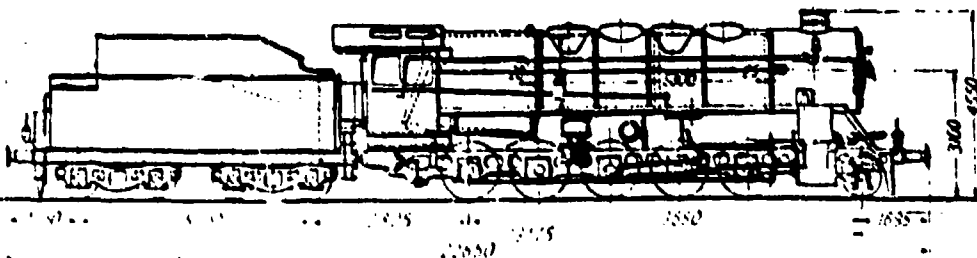


Type 43 2-cylinder goods locomotive

Class G 56.20

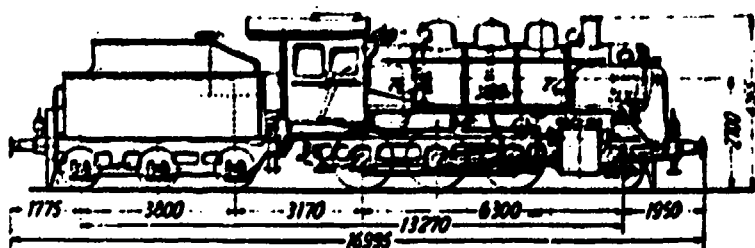
Type 44 3-cylinder goods locomotive

Class G 56.20



Type 45 4-cylinder goods locomotive

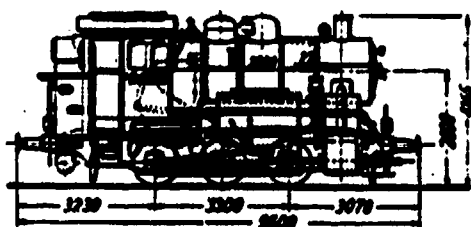
Class G 56.20



Type 24

2-cylinder passenger locomotive

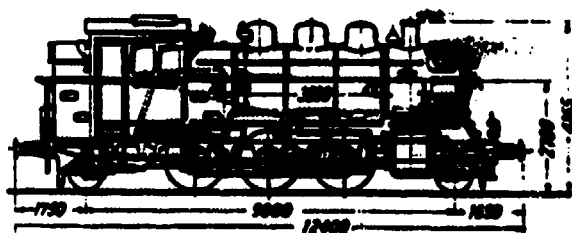
Class P 34.15



Type 89

2-cylinder shunting tender-locomotive

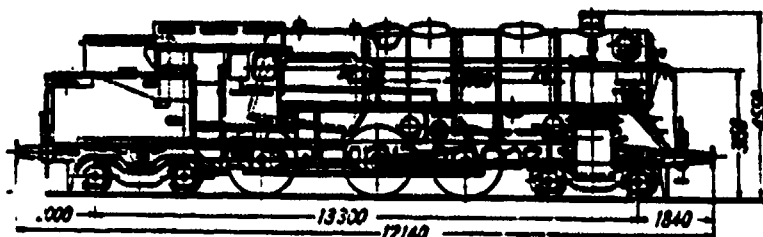
Class Gt 33.15



Type 64

2-cylinder passenger tender-locomotive

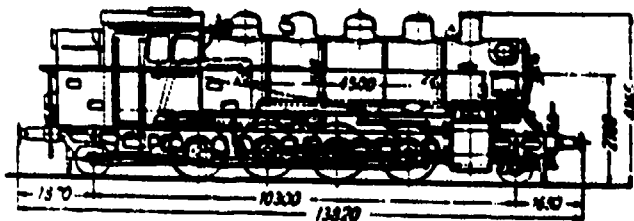
Class Pt 35.15



Type 62

2-cylinder passenger tender-locomotive

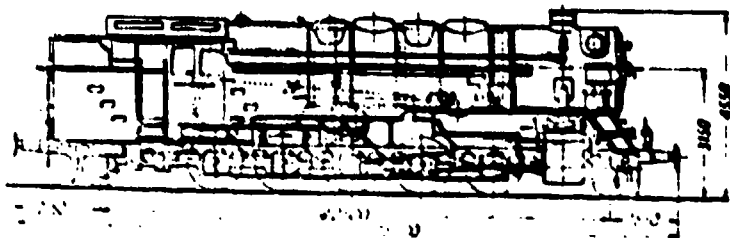
Class Pt 37.20



Type 86

2-cylinder goods tender-locomotive

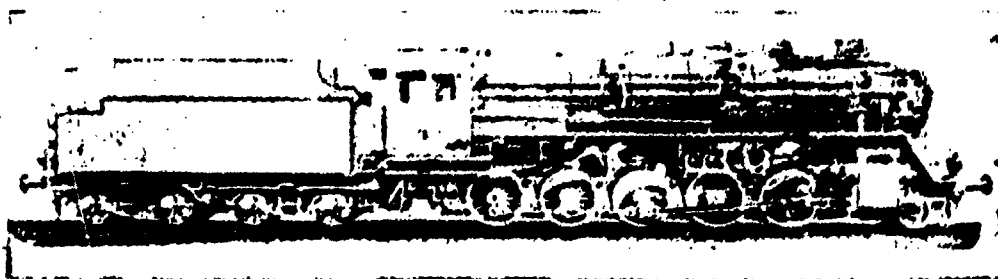
Class Gt 46.15



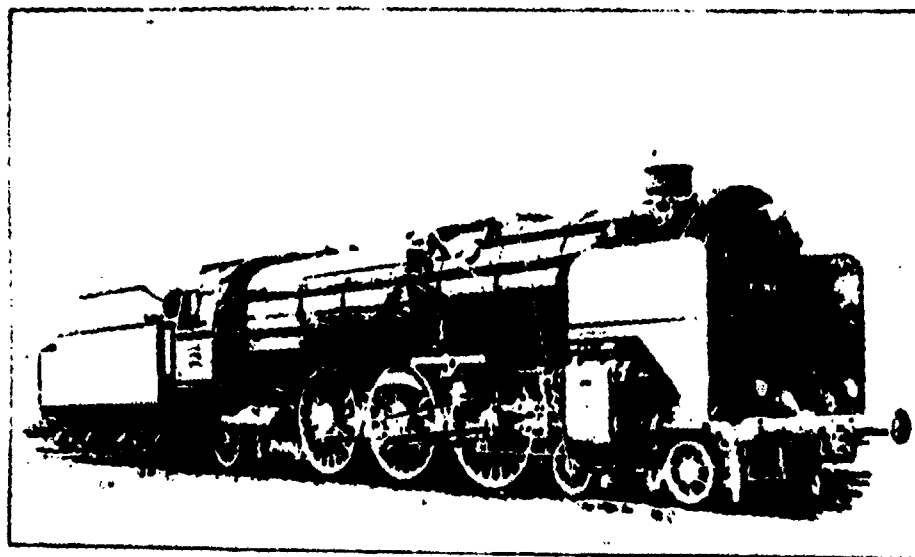
Type 85

3-cylinder goods tender-locomotive

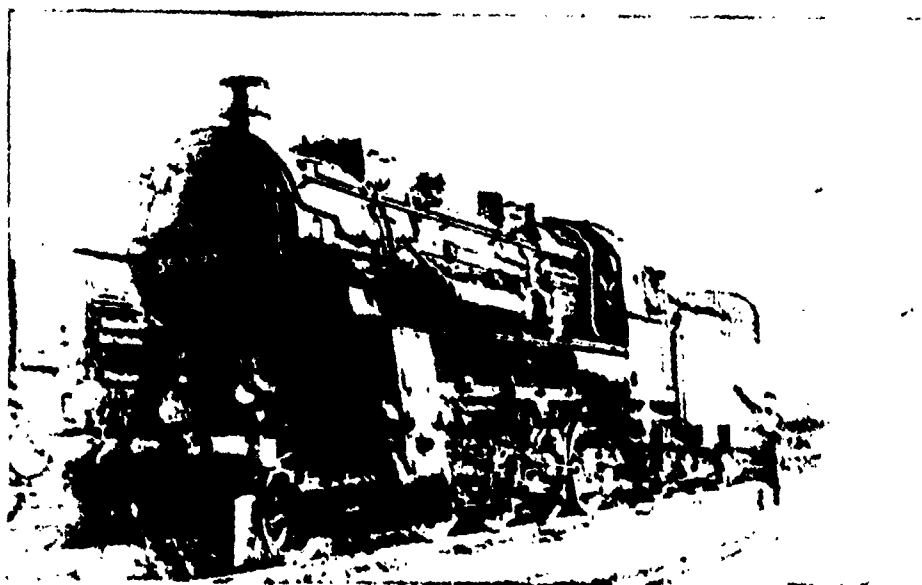
Class Gt 51.20



STANDARD THREE CYLINDER GOODS ENGINE, CLASS 14,
TRACTION EFFORT 54,800 LBS.



STANDARD TWO CYLINDER EXPRESS ENGINE, CLASS 01,
TRACTION EFFORT 41,800 LBS.



TWO CYLINDER GOODS ENGINE, CLASS 55 (03),
TRACTION EFFORT 43,000 LBS.

GERMAN LOCOMOTIVE STANDARDIZATION AND CLASSIFICATION

Schedule giving classification of locomotives of the former German State lines

Express Locomotives

17 ¹	N.35.17	Prussian G.10	4-6-0	h4
17 ²	N.35.17	Prussian G.10	4-6-0	h3
17 ³	N.35.16	Mecklenburg Mach. 1000	4-6-0	h3
17 ⁴	N.35.16	Prussian G.10	4-6-0	h3
17 ⁵	N.35.16	Prussian G.10	4-6-0	h3
17 ⁶	N.35.16	Prussian G.10	4-6-0	h3
17 ⁷	N.35.16	Prussian G.10	4-6-0	h3
17 ⁸	N.35.16	Prussian G.10	4-6-0	h3
17 ⁹	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁰	N.35.16	Prussian G.10	4-6-0	h3
17 ¹¹	N.35.16	Prussian G.10	4-6-0	h3
17 ¹²	N.35.16	Prussian G.10	4-6-0	h3
17 ¹³	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁴	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁵	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁶	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁷	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁸	N.35.16	Prussian G.10	4-6-0	h3
17 ¹⁹	N.35.16	Prussian G.10	4-6-0	h3
17 ²⁰	N.35.16	Prussian G.10	4-6-0	h3

Ordinary Passenger Locomotives

20 ¹	P.34.15	Prussian P.4	4-6-0	h4
20 ²	P.34.15	Prussian P.6	4-6-0	h4
20 ³	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁴	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁵	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁶	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁷	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁸	P.34.16	Prussian P.3 N	4-6-0	h4
20 ⁹	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁰	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹¹	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹²	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹³	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁴	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁵	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁶	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁷	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁸	P.34.16	Prussian P.3 N	4-6-0	h4
20 ¹⁹	P.34.16	Prussian P.3 N	4-6-0	h4
20 ²⁰	P.34.16	Prussian P.3 N	4-6-0	h4

Goods Train Locomotives

34 ¹	G.34.14	Prussian G.3 H	2-6-0	h4
34 ²	G.34.14	Prussian G.3 H	2-6-0	h4
34 ³	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁴	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁵	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁶	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁷	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁸	G.34.14	Prussian G.3 H	2-6-0	h4
34 ⁹	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁰	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹¹	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹²	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹³	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁴	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁵	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁶	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁷	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁸	G.34.14	Prussian G.3 H	2-6-0	h4
34 ¹⁹	G.34.14	Prussian G.3 H	2-6-0	h4
34 ²⁰	G.34.14	Prussian G.3 H	2-6-0	h4

Ordinary Passenger Train Tank Locomotives

21 ¹	P.31.14	Prussian P.2	2-6-0	h4
21 ²	P.31.14	Prussian P.2	2-6-0	h4
21 ³	P.31.14	Prussian P.2	2-6-0	h4
21 ⁴	P.31.14	Prussian P.2	2-6-0	h4
21 ⁵	P.31.14	Prussian P.2	2-6-0	h4
21 ⁶	P.31.14	Prussian P.2	2-6-0	h4
21 ⁷	P.31.14	Prussian P.2	2-6-0	h4
21 ⁸	P.31.14	Prussian P.2	2-6-0	h4
21 ⁹	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁰	P.31.14	Prussian P.2	2-6-0	h4
21 ¹¹	P.31.14	Prussian P.2	2-6-0	h4
21 ¹²	P.31.14	Prussian P.2	2-6-0	h4
21 ¹³	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁴	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁵	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁶	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁷	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁸	P.31.14	Prussian P.2	2-6-0	h4
21 ¹⁹	P.31.14	Prussian P.2	2-6-0	h4
21 ²⁰	P.31.14	Prussian P.2	2-6-0	h4

Fixed leading wheels, &c., above one in that the axle is in the main frame and not on a separate truck, they may of course have some lateral motion attributed for.

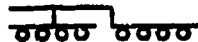
Goods Train Tank Locomotives

35 ¹	G.35.14	Prussian G.5	2-6-0	h4
35 ²	G.35.14	Prussian G.5	2-6-0	h4
35 ³	G.35.14	Prussian G.5	2-6-0	h4
35 ⁴	G.35.14	Prussian G.5	2-6-0	h4
35 ⁵	G.35.14	Prussian G.5	2-6-0	h4
35 ⁶	G.35.14	Prussian G.5	2-6-0	h4
35 ⁷	G.35.14	Prussian G.5	2-6-0	h4
35 ⁸	G.35.14	Prussian G.5	2-6-0	h4
35 ⁹	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁰	G.35.14	Prussian G.5	2-6-0	h4
35 ¹¹	G.35.14	Prussian G.5	2-6-0	h4
35 ¹²	G.35.14	Prussian G.5	2-6-0	h4
35 ¹³	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁴	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁵	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁶	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁷	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁸	G.35.14	Prussian G.5	2-6-0	h4
35 ¹⁹	G.35.14	Prussian G.5	2-6-0	h4
35 ²⁰	G.35.14	Prussian G.5	2-6-0	h4

Goods Train Tank Locomotives (contd.)

36 ¹	G.36.14	Prussian G.6	2-6-0	h4
36 ²	G.36.14	Prussian G.6	2-6-0	h4
36 ³	G.36.14	Prussian G.6	2-6-0	h4
36 ⁴	G.36.14	Prussian G.6	2-6-0	h4
36 ⁵	G.36.14	Prussian G.6	2-6-0	h4
36 ⁶	G.36.14	Prussian G.6	2-6-0	h4
36 ⁷	G.36.14	Prussian G.6	2-6-0	h4
36 ⁸	G.36.14	Prussian G.6	2-6-0	h4
36 ⁹	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁰	G.36.14	Prussian G.6	2-6-0	h4
36 ¹¹	G.36.14	Prussian G.6	2-6-0	h4
36 ¹²	G.36.14	Prussian G.6	2-6-0	h4
36 ¹³	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁴	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁵	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁶	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁷	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁸	G.36.14	Prussian G.6	2-6-0	h4
36 ¹⁹	G.36.14	Prussian G.6	2-6-0	h4
36 ²⁰	G.36.14	Prussian G.6	2-6-0	h4

The two 66 series locomotives have an eight-wheel steam truck forward, then eight driving wheels in the frame.



Rach Rail Locomotives

37 ¹	Z.34.15	Prussian P.2	2-6-0	h4
37 ²	Z.34.15	Prussian P.2	2-6-0	h4

Light Railway Locomotives

38 ¹	L.34.15	Prussian P.2	2-6-0	h4
38 ²	L.34.15	Prussian P.2	2-6-0	h4
38 ³	L.34.15	Prussian P.2	2-6-0	h4
38 ⁴	L.34.15	Prussian P.2	2-6-0	h4
38 ⁵	L.34.15	Prussian P.2	2-6-0	h4
38 ⁶	L.34.15	Prussian P.2	2-6-0	h4
38 ⁷	L.34.15	Prussian P.2	2-6-0	h4
38 ⁸	L.34.15	Prussian P.2	2-6-0	h4
38 ⁹	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁰	L.34.15	Prussian P.2	2-6-0	h4
38 ¹¹	L.34.15	Prussian P.2	2-6-0	h4
38 ¹²	L.34.15	Prussian P.2	2-6-0	h4
38 ¹³	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁴	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁵	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁶	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁷	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁸	L.34.15	Prussian P.2	2-6-0	h4
38 ¹⁹	L.34.15	Prussian P.2	2-6-0	h4
38 ²⁰	L.34.15	Prussian P.2	2-6-0	h4

Engine 38¹ has a four-wheel steam bogie followed by 8 driving wheels in the frame.



Narrow-Gauge Locomotives

39 ¹	N.34.15	Prussian P.2	2-6-0	h4
39 ²	N.34.15	Prussian P.2	2-6-0	h4
39 ³	N.34.15	Prussian P.2	2-6-0	h4
39 ⁴	N.34.15	Prussian P.2	2-6-0	h4
39 ⁵	N.34.15	Prussian P.2	2-6-0	h4
39 ⁶	N.34.15	Prussian P.2	2-6-0	h4
39 ⁷	N.34.15	Prussian P.2	2-6-0	h4
39 ⁸	N.34.15	Prussian P.2	2-6-0	h4
39 ⁹	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁰	N.34.15	Prussian P.2	2-6-0	h4
39 ¹¹	N.34.15	Prussian P.2	2-6-0	h4
39 ¹²	N.34.15	Prussian P.2	2-6-0	h4
39 ¹³	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁴	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁵	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁶	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁷	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁸	N.34.15	Prussian P.2	2-6-0	h4
39 ¹⁹	N.34.15	Prussian P.2	2-6-0	h4
39 ²⁰	N.34.15	Prussian P.2	2-6-0	h4

750 mm. Gauge (2 ft. 6 in.)

40 ¹	N.34.15	Prussian P.2	2-6-0	h4
40 ²	N.34.15	Prussian P.2	2-6-0	h4
40 ³	N.34.15	Prussian P.2	2-6-0	h4
40 ⁴	N.34.15	Prussian P.2	2-6-0	h4
40 ⁵	N.34.15	Prussian P.2	2-6-0	h4
40 ⁶	N.34.15	Prussian P.2	2-6-0	h4
40 ⁷	N.34.15	Prussian P.2	2-6-0	h4
40 ⁸	N.34.15	Prussian P.2	2-6-0	h4
40 ⁹	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁰	N.34.15	Prussian P.2	2-6-0	h4
40 ¹¹	N.34.15	Prussian P.2	2-6-0	h4
40 ¹²	N.34.15	Prussian P.2	2-6-0	h4
40 ¹³	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁴	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁵	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁶	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁷	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁸	N.34.15	Prussian P.2	2-6-0	h4
40 ¹⁹	N.34.15	Prussian P.2	2-6-0	h4
40 ²⁰	N.34.15	Prussian P.2	2-6-0	h4

The engine series 40¹ has a four-wheel steam bogie followed by four coupled wheels in the main frame.



I.S.T.D./C/317A

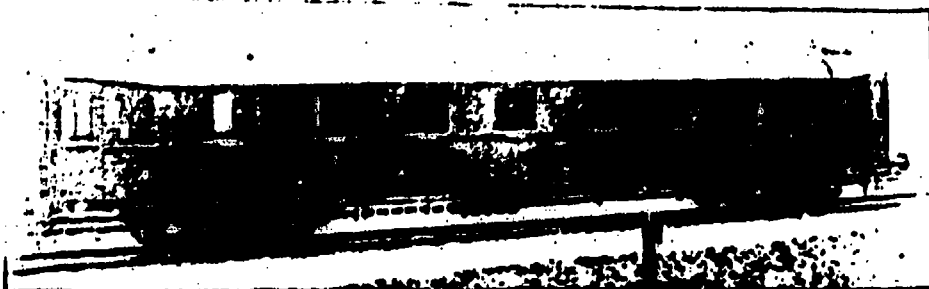
GERMAN LOCOMOTIVE STANDARDIZATION AND CLASSIFICATION

Schedule of leading particulars of German electric locomotives

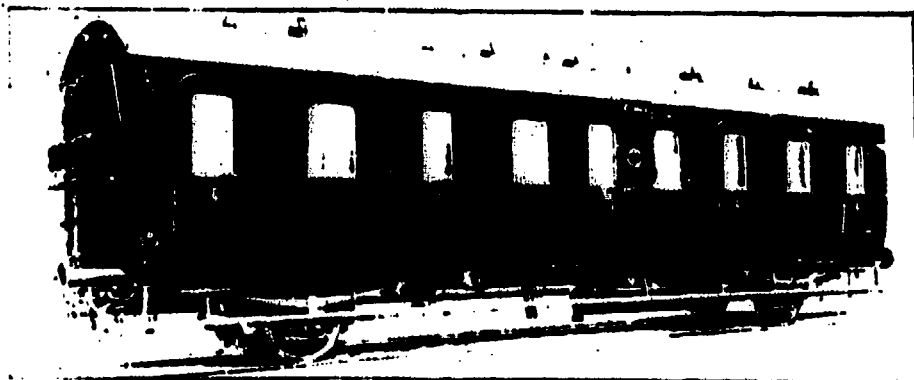
	German State, 4 ft. 8 1/2 in. gauge, 15,000 V., 25 cycles	German State, 4 ft. 8 1/2 in. gauge, 20,000 V., 50 cycles	German State, 4 ft. 8 1/2 in. gauge, 20,000 V., 50 cycles	German State, 4 ft. 8 1/2 in. gauge, 20,000 V., 50 cycles	German State, 4 ft. 8 1/2 in. gauge, 20,000 V., 50 cycles	Pennsylvania, 4 ft. 8 1/2 in. gauge, 11,000 V., 25 cycles
	R. 18-01, Dr. A.R.O.	R. 44-001, Dr. Siemens Schuckert- Werk	R. 24-01 A.R.O.	R. 24-11 Brown-Boveri	R. 24-11 Siemens Schuckert- Werk	R. 24-11 Krupp & Co. Lohmeyer
Type GO1 G.E.C. (U.S.A.) and Westinghouse (U.S.A.) P.R.R., G.E.C. & Baldwin						
Railway serial number						
Motor of electrical parts						
Motor of mechanical parts						
Type of service	A.R.O. Express	Werk Mixed	A.R.O. Mixed	Krupp-Maffei Mixed	Krupp-Maffei Mixed	Krupp Mixed
Axis classification	1-De-1	De+De	De+De	De+De	De+De	De+De
1st axle first in order	1933	1933	1933	1933	1933	1933
Number in service	33	33	33	33	33	33
Total weight, tons	100	70	70	70	70	70
Adhesive weight, tons	70	70	70	70	70	70
Mechanical parts, tons	44	44	44	44	44	44
Electrical parts, tons	56	26	26	26	26	26
Overall length	55 ft. 6 in.	50 ft. 1 in.	47 ft. 6 in.	50 ft. 6 in.	54 ft. 6 in.	49 ft. 6 in.
Height (photograph lowered)	18 ft. 4 in.	18 ft. 3 in.	18 ft. 3 in.	18 ft. 3 in.	18 ft. 3 in.	18 ft. 3 in.
Total wheelbase	44 ft. 6 in.	38 ft. 3 in.	31 ft. 10 in.	38 ft. 3 in.	38 ft. 3 in.	38 ft. 3 in.
Height of motor	11 ft. 6 in.	11 ft. 6 in.	11 ft. 6 in.	11 ft. 6 in.	11 ft. 6 in.	10 ft. 10 in.
Height of motor	43 in.	43 in.	43 in.	43 in.	43 in.	43 in.
Wheel diameter (driving axle)	36 in.	36 in.	36 in.	36 in.	36 in.	36 in.
Equilibrium between carrying and driving axles	4, single-structure, 12-pole	4, single-structure, 8-pole	4, single-structure, d.c. series, 1,700 V. max.	4, single-structure, d.c. series, 200 V. max.	4, single-structure, d.c. series, 200 V. max.	4, single-structure, d.c. series, 200 V. max.
Height of motor	4, single-structure, 12-pole	4, single-structure, 8-pole	4, single-structure, d.c. series, 1,700 V. max.	4, single-structure, d.c. series, 200 V. max.	4, single-structure, d.c. series, 200 V. max.	4, single-structure, d.c. series, 200 V. max.
Tractive motor	4 motors and 4 double blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers
Motor ventilation	4 motors and 4 double blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers	4 motors and 4 blowers
Total motor rating, h.p.	2,500	2,500	2,500	2,500	2,500	2,500
Continuous	4,100	4,100	4,100	4,100	4,100	4,100
One hour	75% 18,400	75% 18,400	75% 18,400	75% 18,400	75% 18,400	75% 18,400
Less continuous rating	75% 18,400	75% 18,400	75% 18,400	75% 18,400	75% 18,400	75% 18,400
Speed, m.p.h.	72% 72	72% 72	72% 72	72% 72	72% 72	72% 72
Tractive effort, lb.	20,000	20,000	20,000	20,000	20,000	20,000
Less tractive effort, lb.	15,000	15,000	15,000	15,000	15,000	15,000
Maximum tractive effort, lb.	100,000	100,000	100,000	100,000	100,000	100,000
Maximum motor speed, m.p.h.	100	100	100	100	100	100
Maximum axle speed, m.p.h.	100	100	100	100	100	100
System of drive	Quill and cap	Quill and cap	Quill and cap	Quill and cap	Quill and cap	Quill and cap
Type of gear	Quill and cap	Quill and cap	Quill and cap	Quill and cap	Quill and cap	Quill and cap
Gear ratio, 1 to	1 to 1	1 to 1	1 to 1	1 to 1	1 to 1	1 to 1
Mechanical losses	All motor	All motor	All motor	All motor	All motor	All motor
Wheels heated and pressure used	All motor	All motor	All motor	All motor	All motor	All motor
Roller bearings on motor and axle	All motor	All motor	All motor	All motor	All motor	All motor
Tap changer	10	10	10	10	10	10
Control gear	10	10	10	10	10	10
Transformer main voltage	10	10	10	10	10	10
Intermediate voltage	10	10	10	10	10	10
Total running power	10	10	10	10	10	10
Tr. losses	10	10	10	10	10	10
Rating (including heating), kVA	10	10	10	10	10	10
Working range	10	10	10	10	10	10
Transformer under	10	10	10	10	10	10
Air circulation	10	10	10	10	10	10
(1) circulation	10	10	10	10	10	10
Main circuit-breaker	10	10	10	10	10	10
Electric braking	10	10	10	10	10	10
Reaction for braking	10	10	10	10	10	10
Components	10	10	10	10	10	10
Number and type	10	10	10	10	10	10
Capacity, cu. ft./min.	10	10	10	10	10	10
Reheaters	10	10	10	10	10	10
Number and type	10	10	10	10	10	10
Capacity, cu. ft./min.	10	10	10	10	10	10
Auxiliary supply	10	10	10	10	10	10
Auxiliary battery	10	10	10	10	10	10
Photographs, No. and type	10	10	10	10	10	10
Position under air pressure	10	10	10	10	10	10
Working range	10	10	10	10	10	10
Closest pressure (max.), lb.	10	10	10	10	10	10
Lighting system	10	10	10	10	10	10
Train heating	10	10	10	10	10	10

* The single-phase motors have intermediate return circuit with three current, enabling them to act as phase converters.
 † Motor-time rating 2,500 h.p. at 40 m.p.h.
 ‡ Mechanical parts and riding axle at 100 m.p.h.; motors not suitable for continuous operation above 90 m.p.h.

Photographs of Passenger Rolling Stock types.



STANDARD ALL STEEL FIRST AND SECOND CLASS
CORRIDOR COMPOSITE.

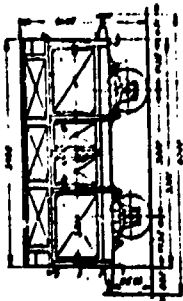


STANDARD ALL STEEL FOURTH CLASS COMPARTMENT COACH
(NOW CONVERTED TO 3RD CLASS).

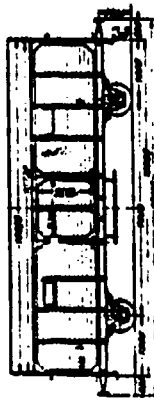


EXPERIMENTAL ARTICULATED UNIT - JACOBS SYSTEM.

Drawings of Standard Freight Rolling Stock.



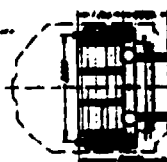
15 TON VAN



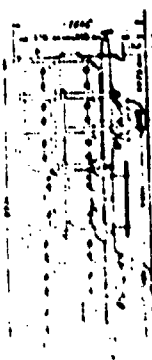
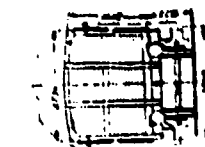
15 TON VAN (FOR BULKY TRAFFICS)



CHALK WAGON



OPEN WAGON UNDER 20 TONS CAPACITY



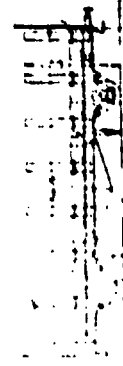
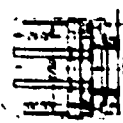
15 TON LIVE STOCK VAN



20 TON OPEN WAGON



20 TON FLAT



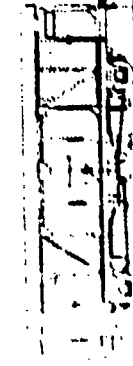
15 TON 'RUNGEN' WAGON



HIGH CAPACITY OPENS (A) 50 TON COKE WAGON
(B) 60 TON COAL WAGON



FLAT AT LEAST 11M LONG WITH A CAPACITY OF
25 TONS & OVER.



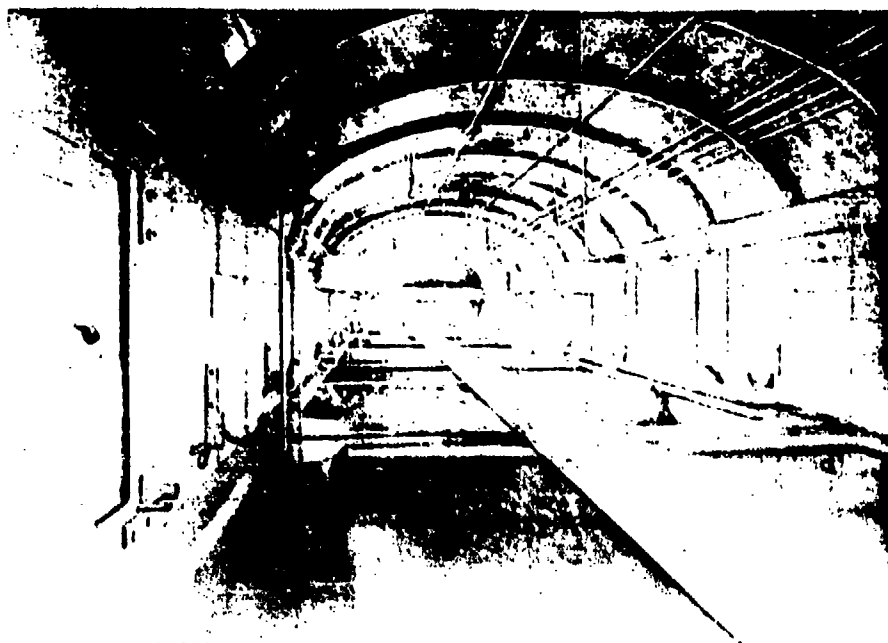
15 TON VAN FOR ENGLISH FERRY TRAFFIC



15 TON BANANA VAN - (PRIVATE OWNER).



25 TON 8 WHEEL VAN FOR CONVEYANCE OF LIVING FISH
(PRIVATE OWNER).



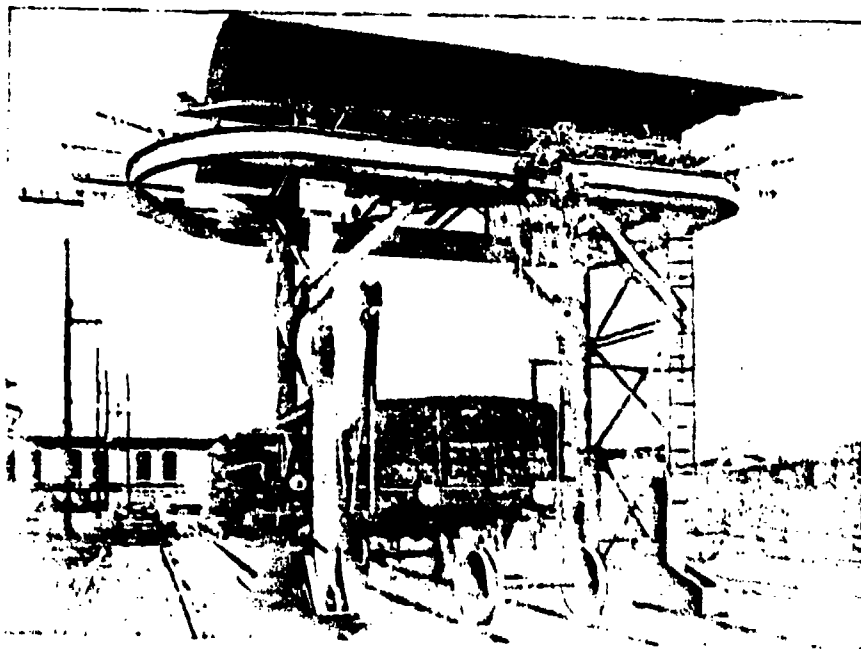
INTERIOR OF FISH TANK VAN.



24 WHEEL TRANSFORMER TRUCK.



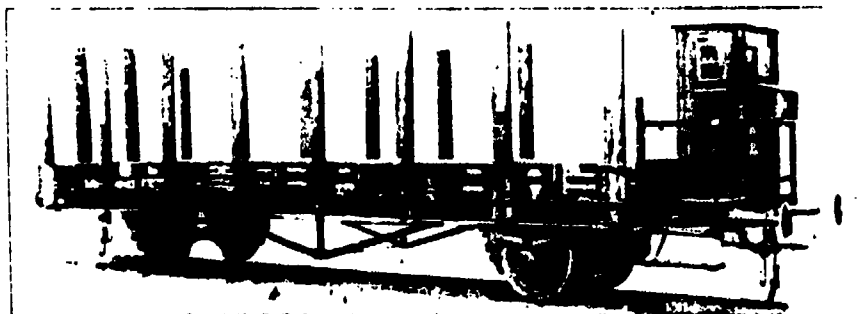
STANDARD 15 TON INSULATED VAN.



SELF-CHANGING CRANE.



STANDARD 15 TON VAN, WITH SPINDLE AND K.K. BRAKES.



STANDARD 15 TON "RUNGEN" WAGON, WITH SPINDLE BRAKE.



STANDARD LABEL HOLDER.



RUNGEN WAGON SHOWING METHOD OF LOADING.



1075/9/11/11

Temporary detachable Brake Pipes for unfitted vehicles.

class 12.11.

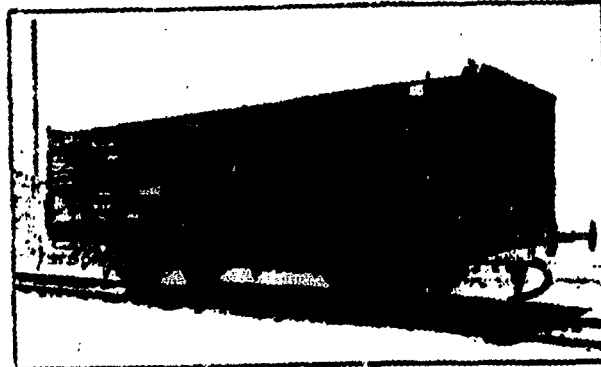
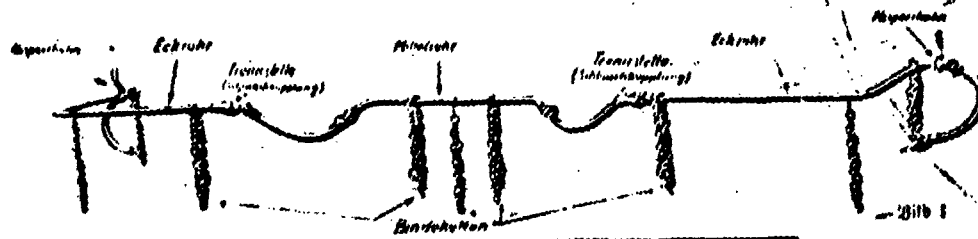
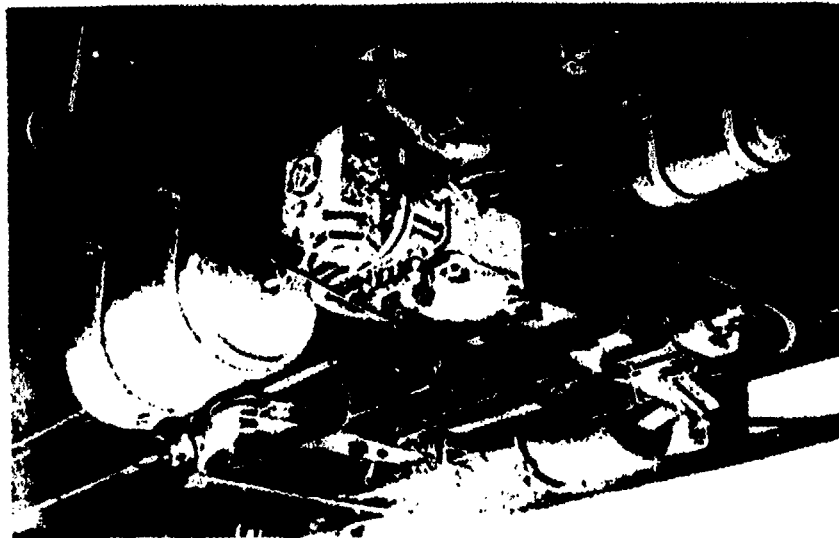


Bild 2

PLAN NO. 19.

Hildebrand-Knorr Goods Brake.



Hildebrand-Knorr Freight Train Brake

The 'Hiking' brake is an automatic brake with graduated release and single-chamber brake cylinders. It meets all requirements demanded from an up-to-date freight train brake, viz:

Graduated application and graduated release

Loaded ratio by change of leverage in brake rigging

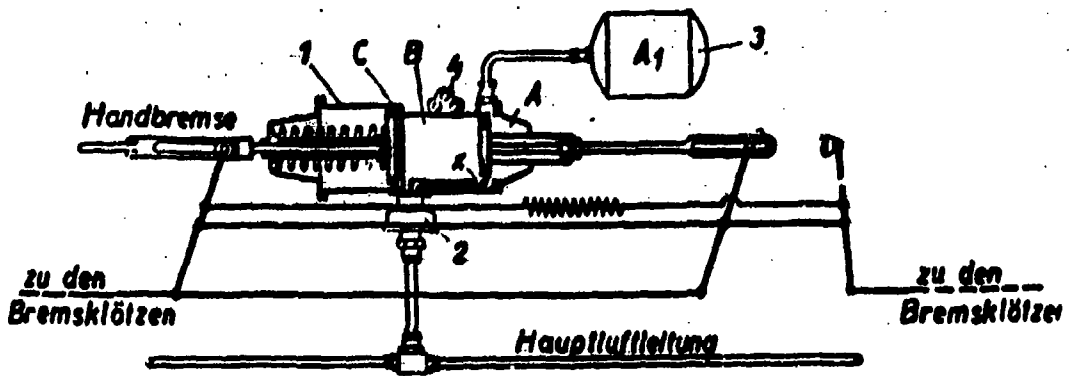
High transmission speed of brake action

throughout the train — at the rate of 200 miles per hour — 650 ft. per sec.

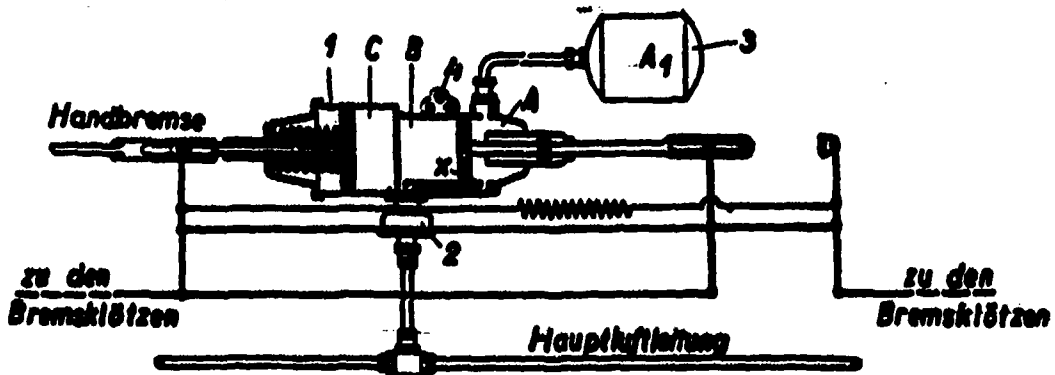
Quick pressure rise during initial stage of application, followed by slow rise — and full pressure is reached, with uniform action — as well as slow release when car is loaded — or empty

Quick release — as well as uniform action — as well as slow release when car is loaded — or empty

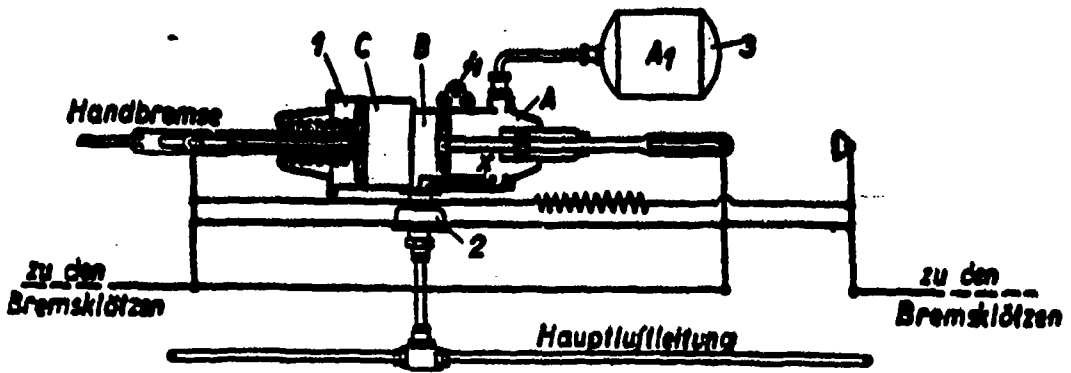
Insensibility of supply



Running Position



Brake applied Position



Off Position

- 1 - Brake cylinder
- 2 - Equalising Valve
- 3 - Reservoir
- 4 - Exhaust valve

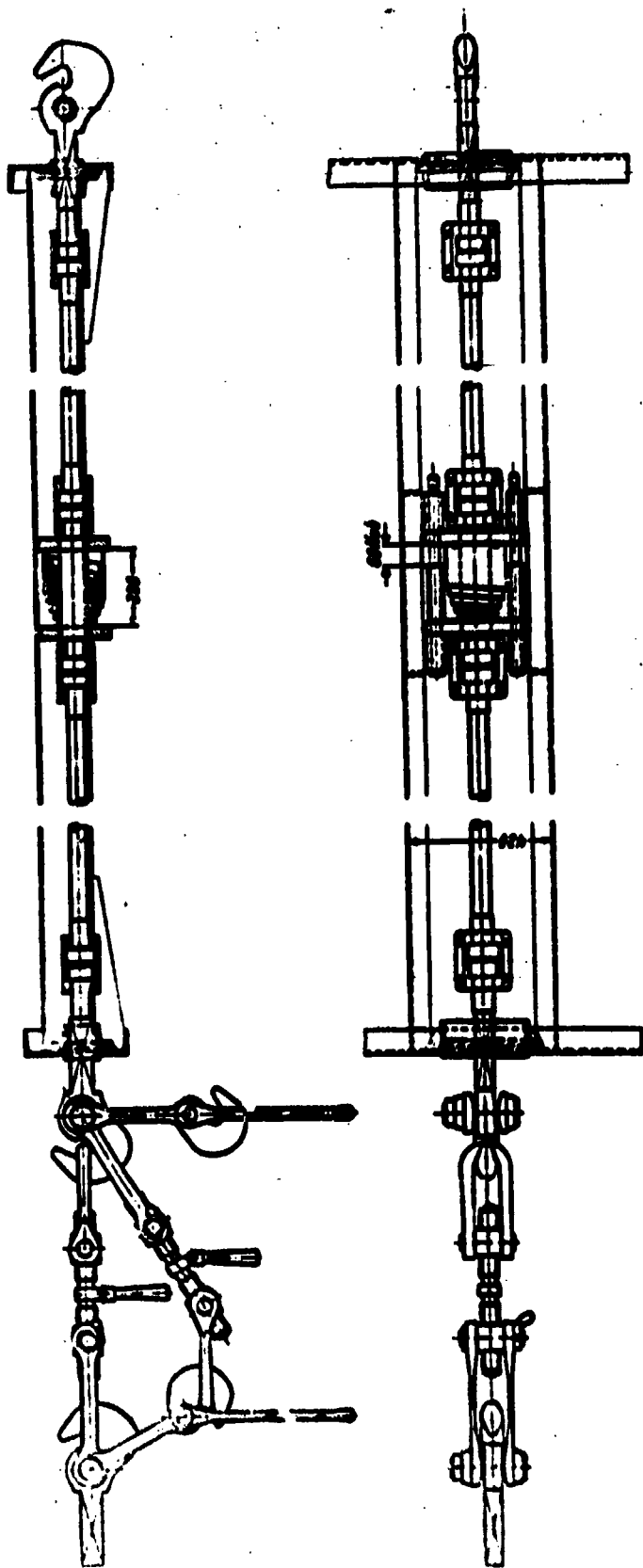
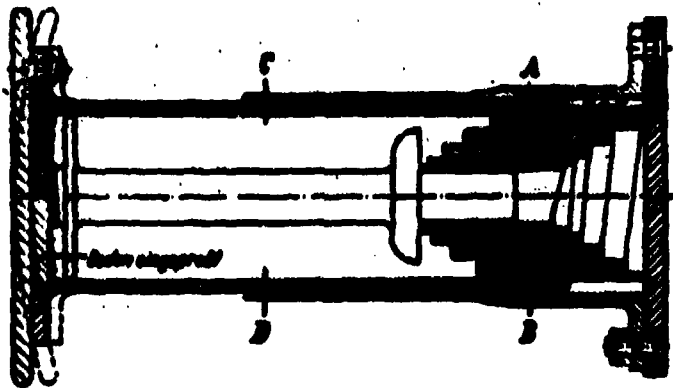
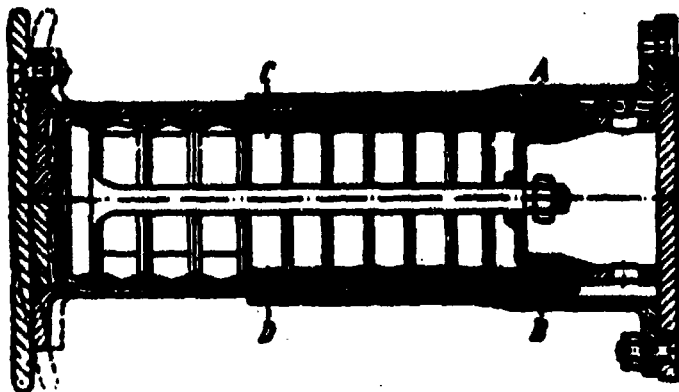
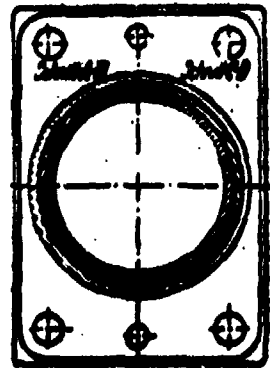


Diagram of Draggear and Couplings for Goods Wagons.

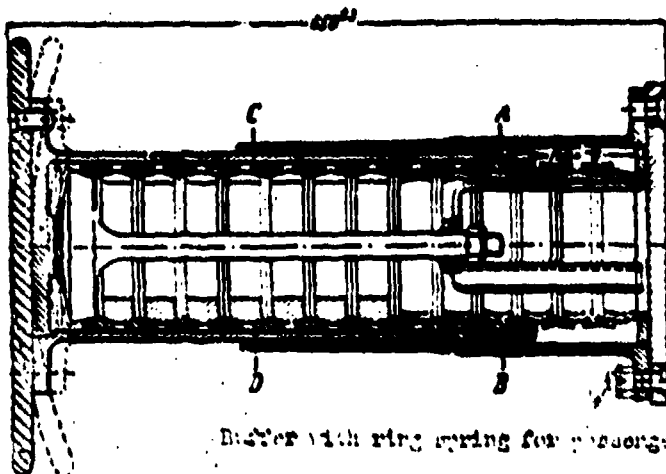
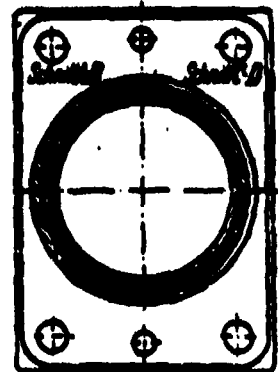
Diagram of types of Buffers for Goods and Passenger Stock.



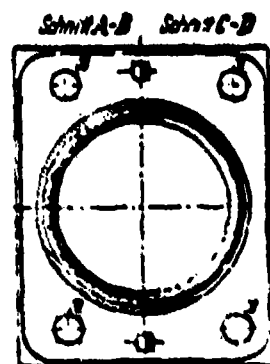
Buffer with volute spring



Buffer with ring spring for goods wagons

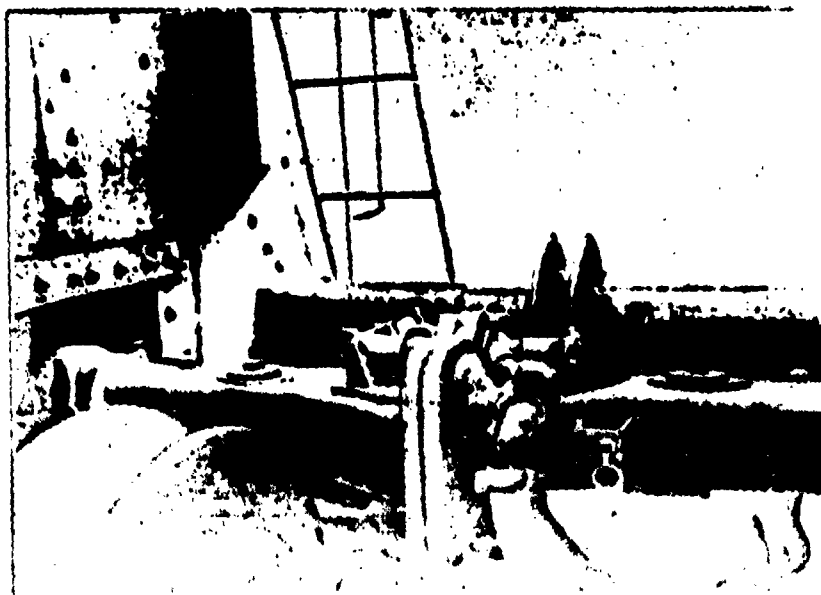
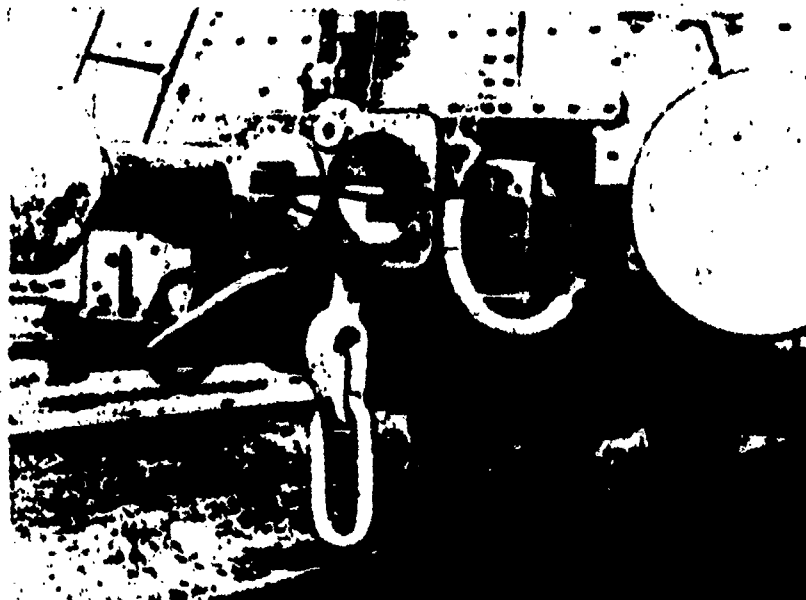
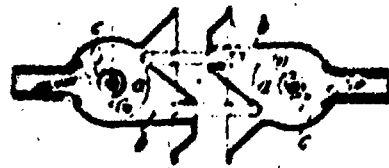


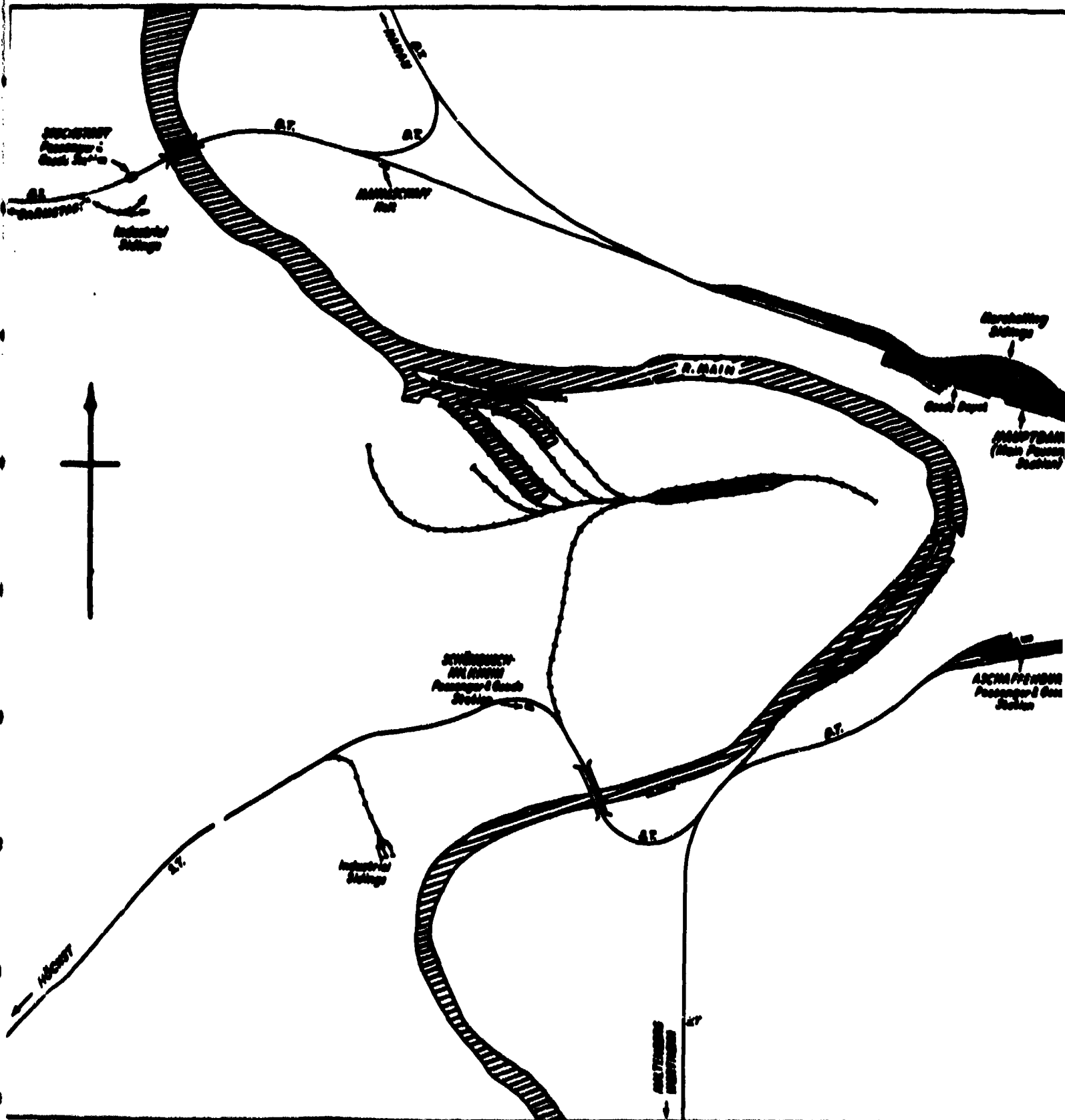
Buffer with ring spring for passenger coaches

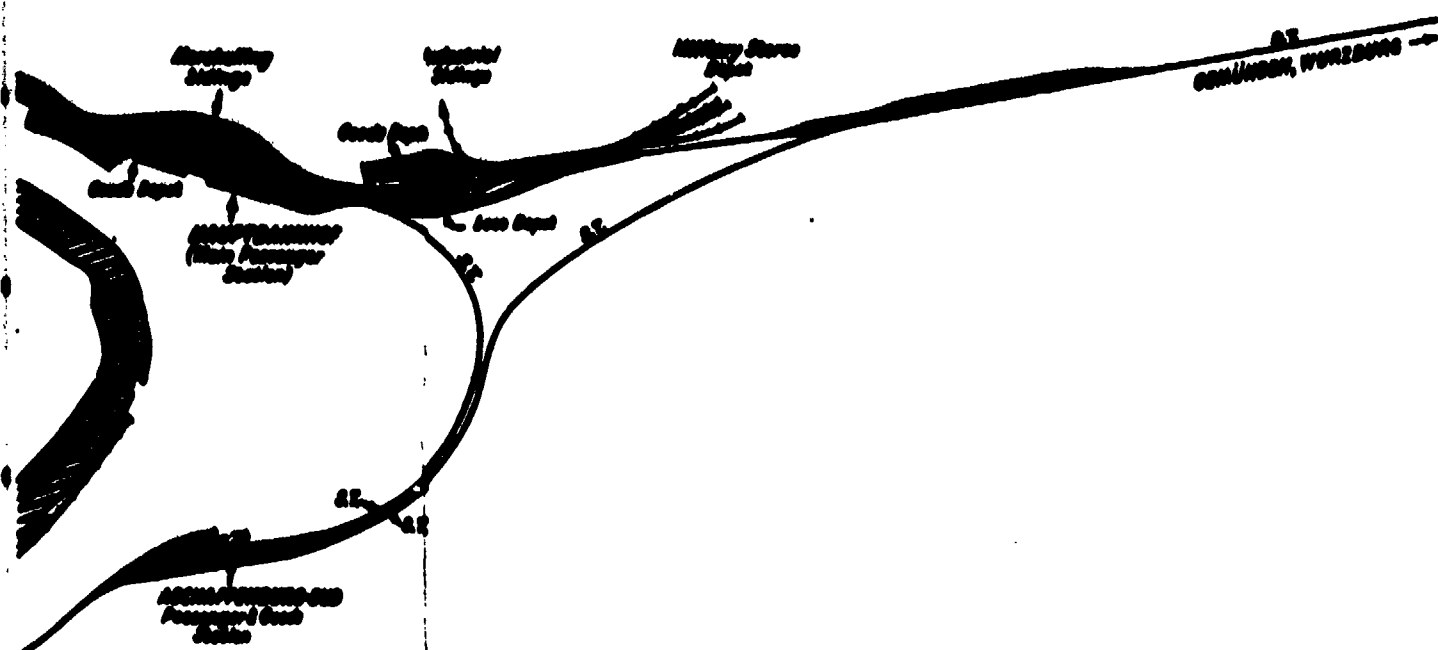


SCHARFENBERG AUTOMATIC COUPLING.

U.S. NO. 25.







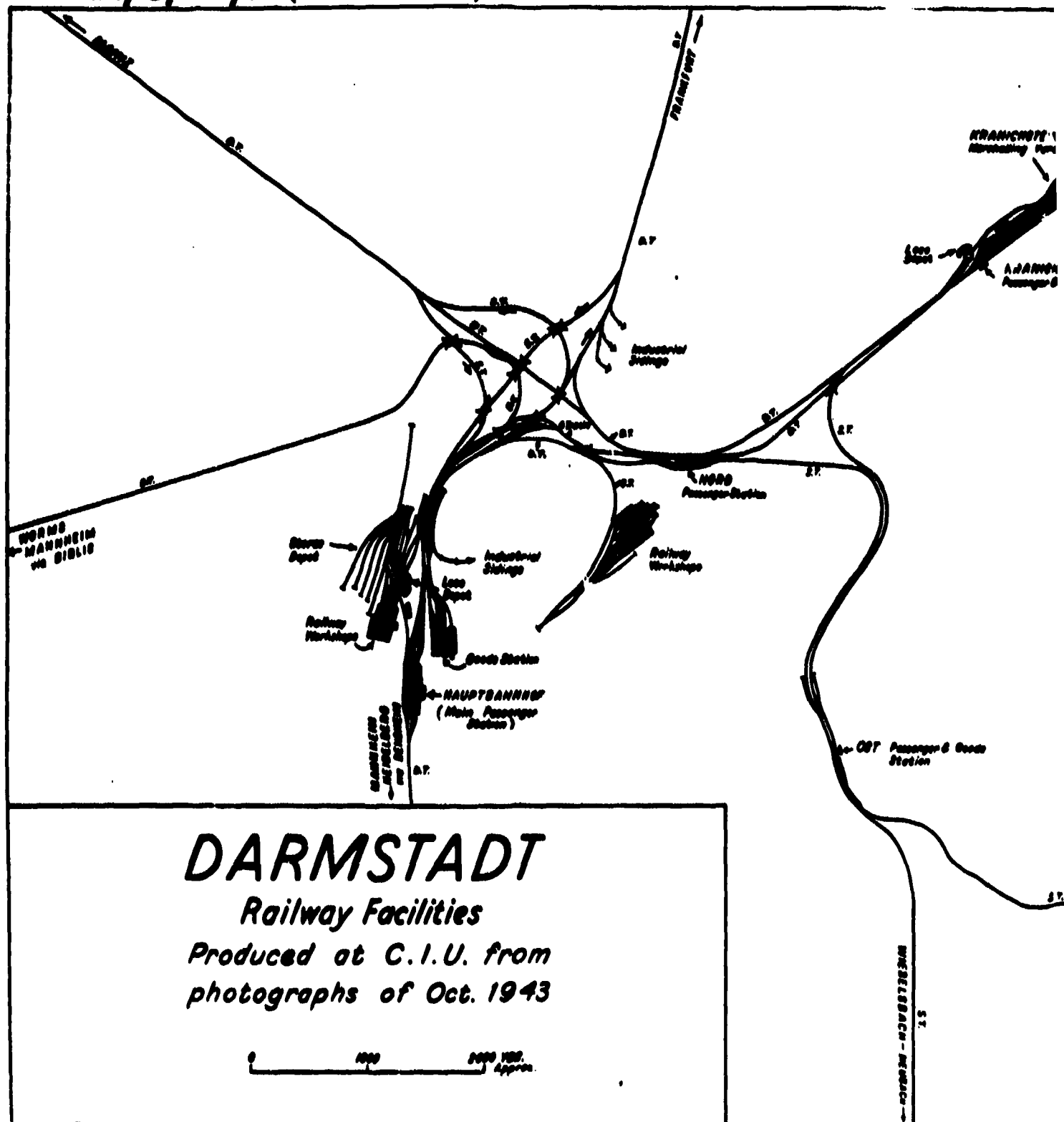
ASCHAFFENBURG

Railway Facilities

Produced at C.I.U. from Photographs of Mar. 1944

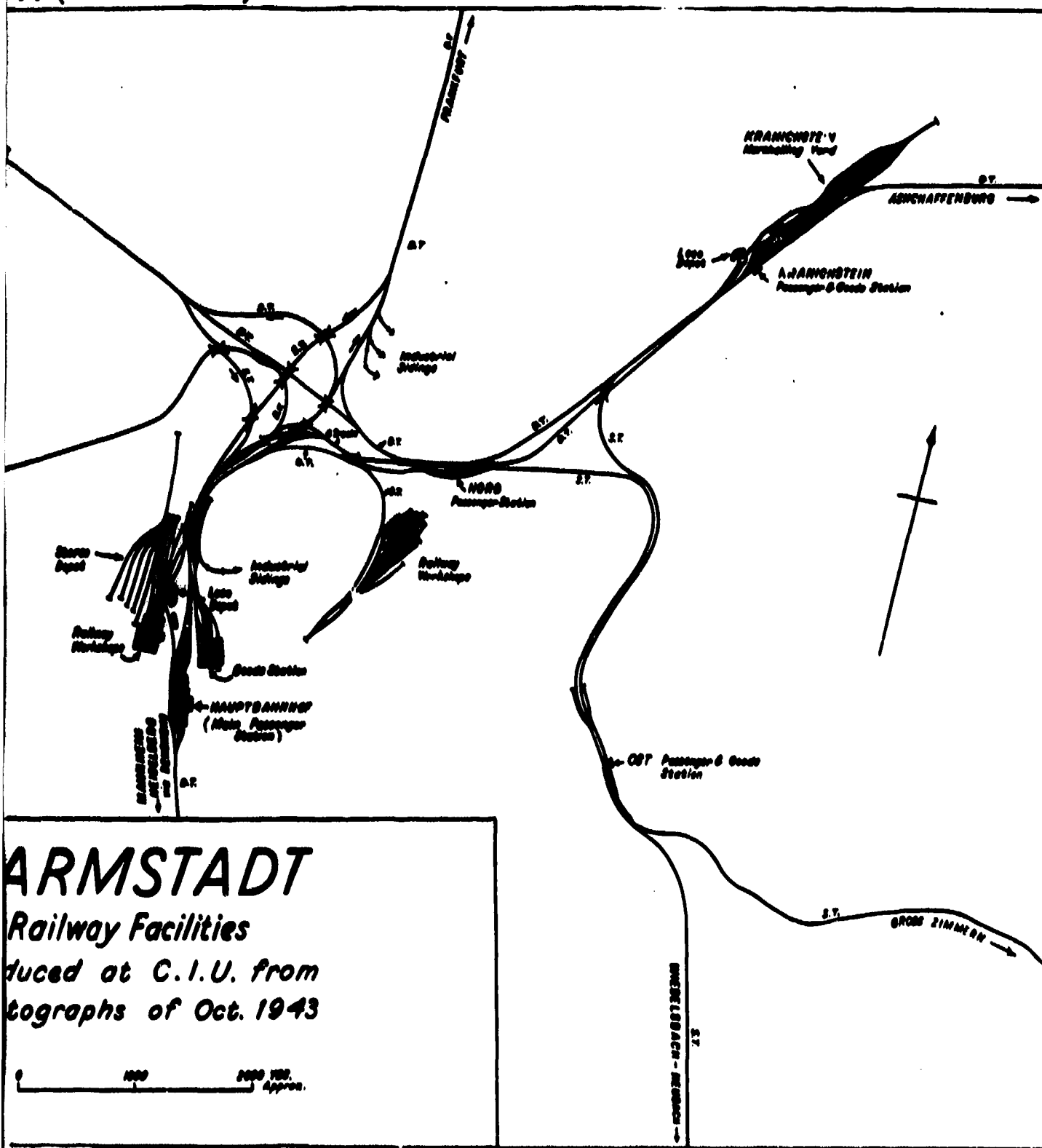
0 1000 2000 YDS.
Approx.

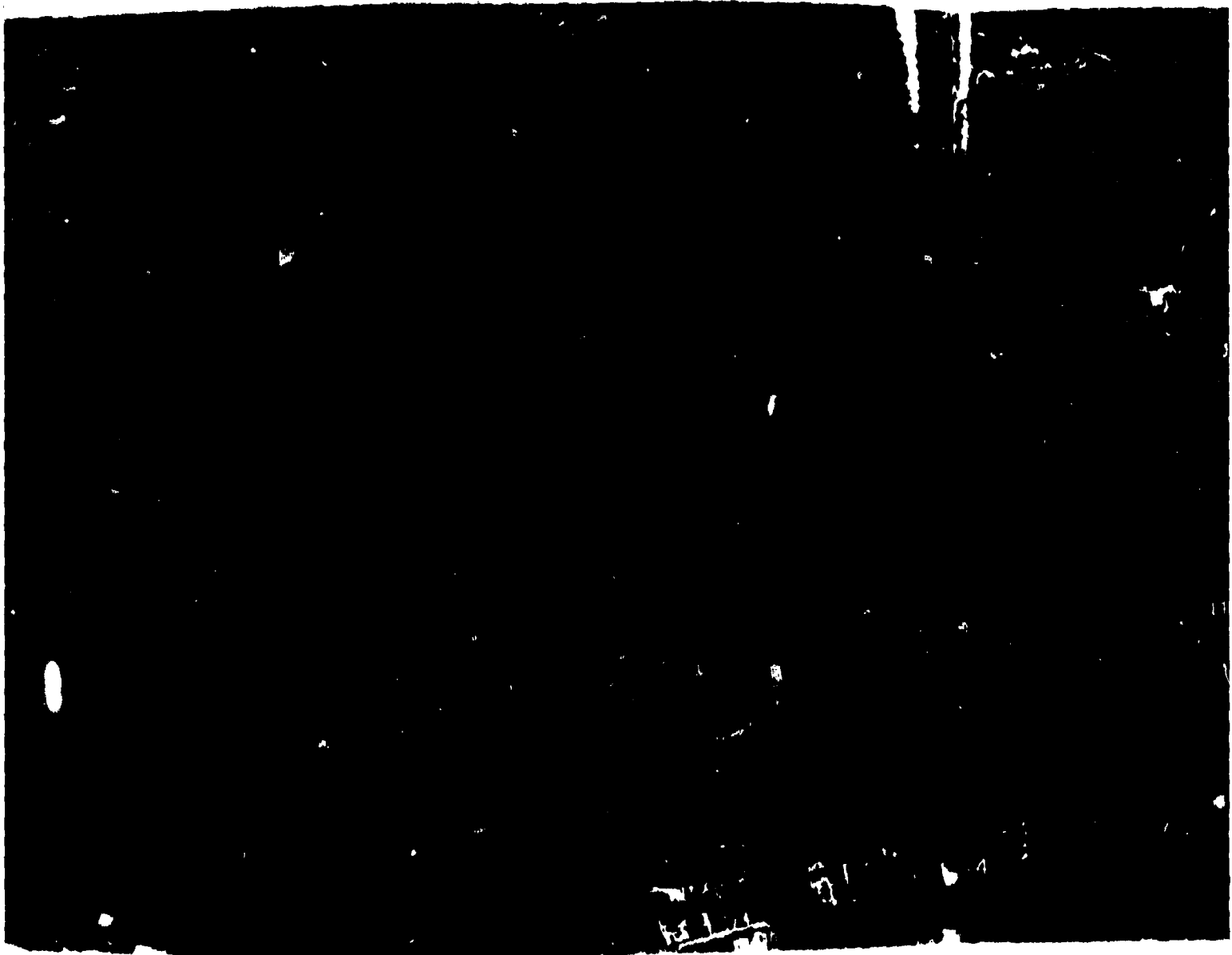
I.S.T.D./C/317/A (RESTRICTED)



Inter-Service Topographical Department

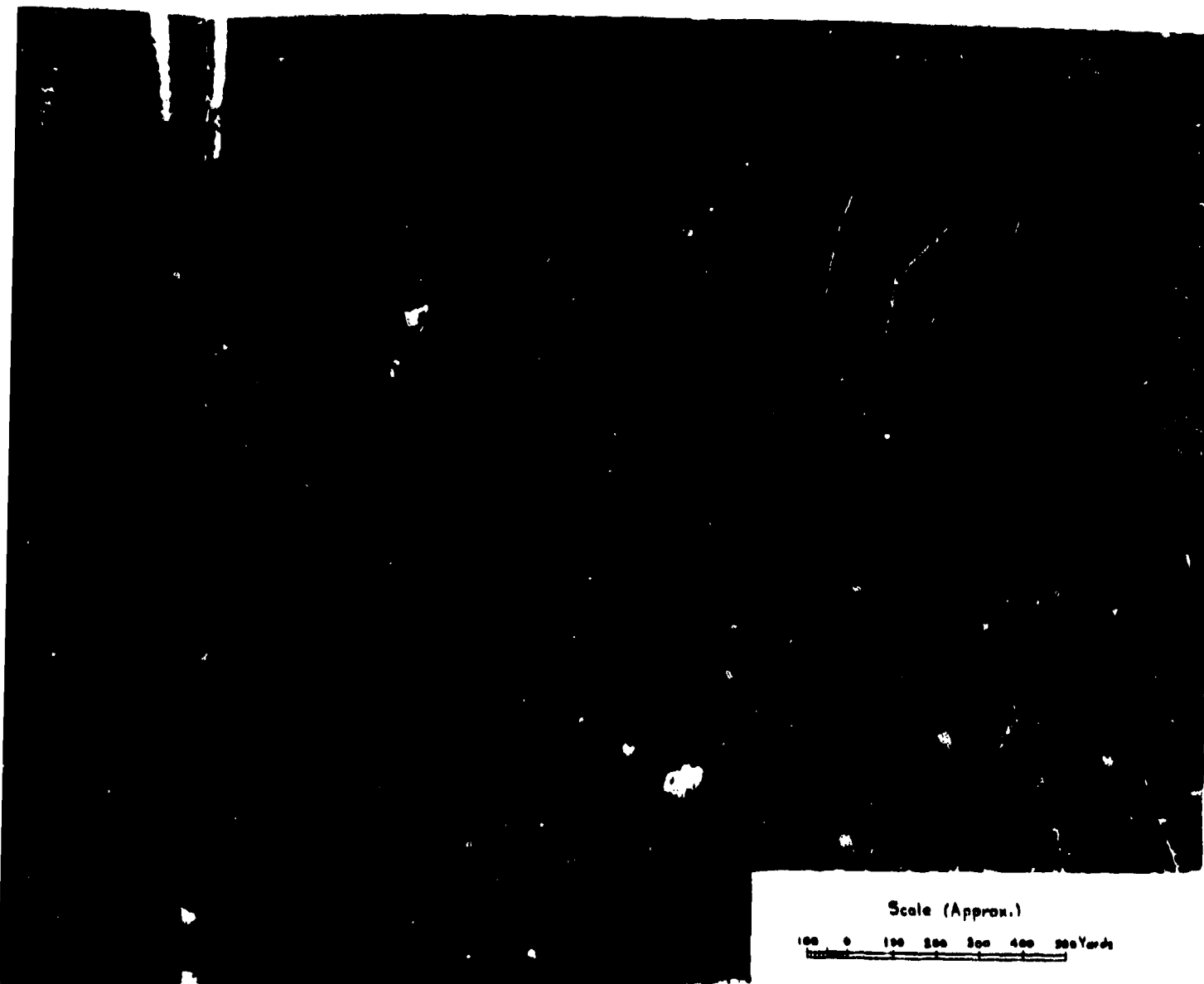
Printed under the Superintendence of Vice-Admiral Sir John Edgell RBE C.V. FRS Hydrographer





FRANKFURT

1. Hauptbahnhof (Main Passenger Station.)
2. Eilgntbahnhof (Express Parcels.)
3. Main Goods Station.
- 4, 5, 6. Loco Depots
7. Round House (Painted)
8. Carriage Repair Shops
9. Sorting Sidings
10. Storage Sidings
- 11-15 Carriage Storage Sidings
- 16-21 Flyovers
22. New Loco Shed

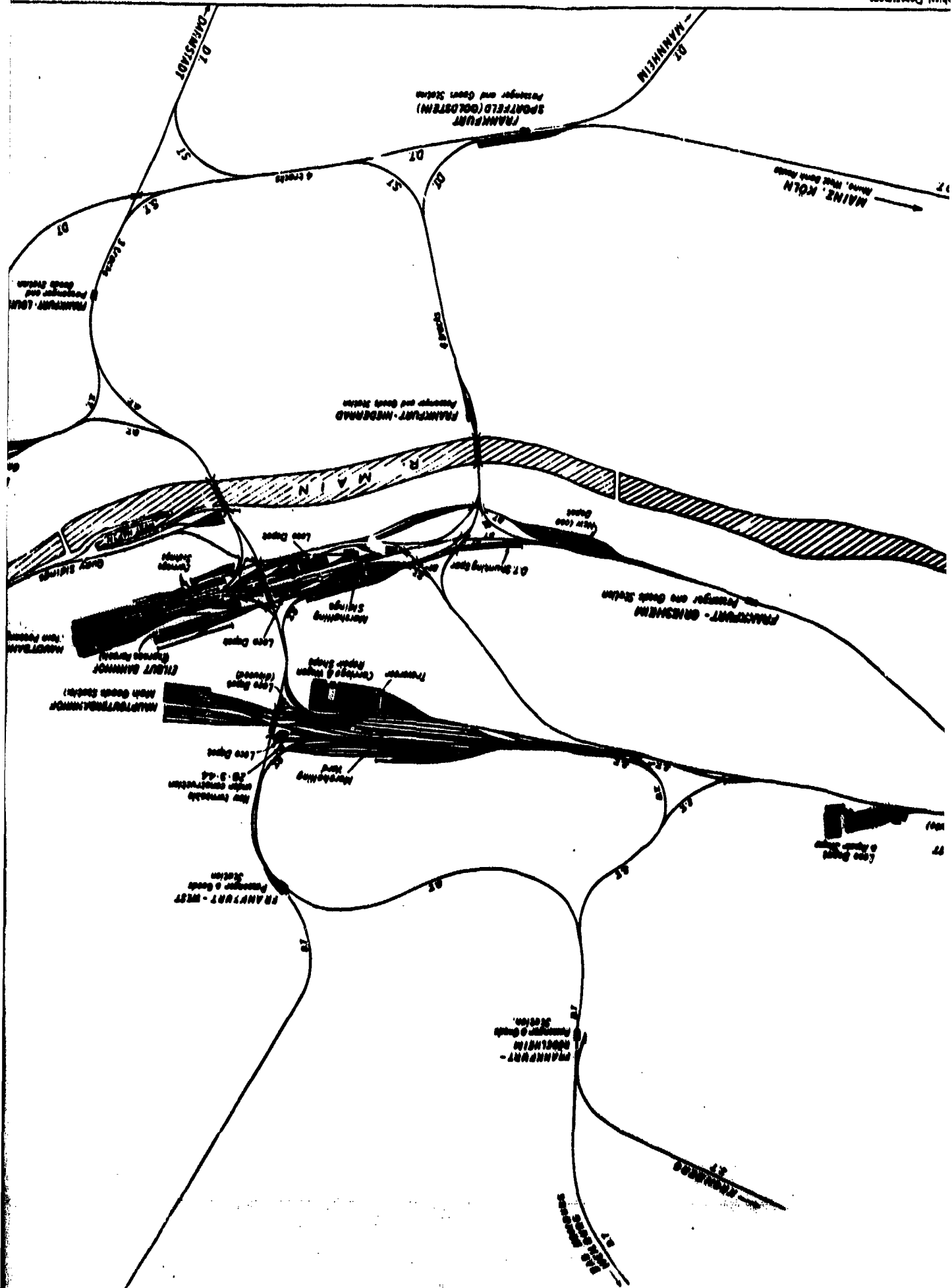


Scale (Approx.)

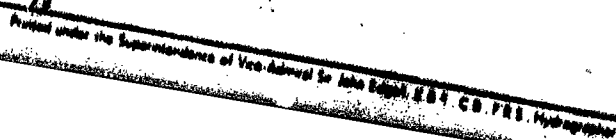
100 0 100 200 300 400 500 Yards

FRANKFURT

Hauptbahnhof (Main Passenger Station.)
 Eilgüterbahnhof (Express Parcels.)
 Main Goods Station.
 5, 6, Loco Depots
 Round House (Disused)
 Carriage Repair Shops
 Sorting Sidings
 Storage Sidings
 15 Carriage Storage Sidings
 21 Flyovers
 11 New Line Shed



1000



Produced at
Photograph

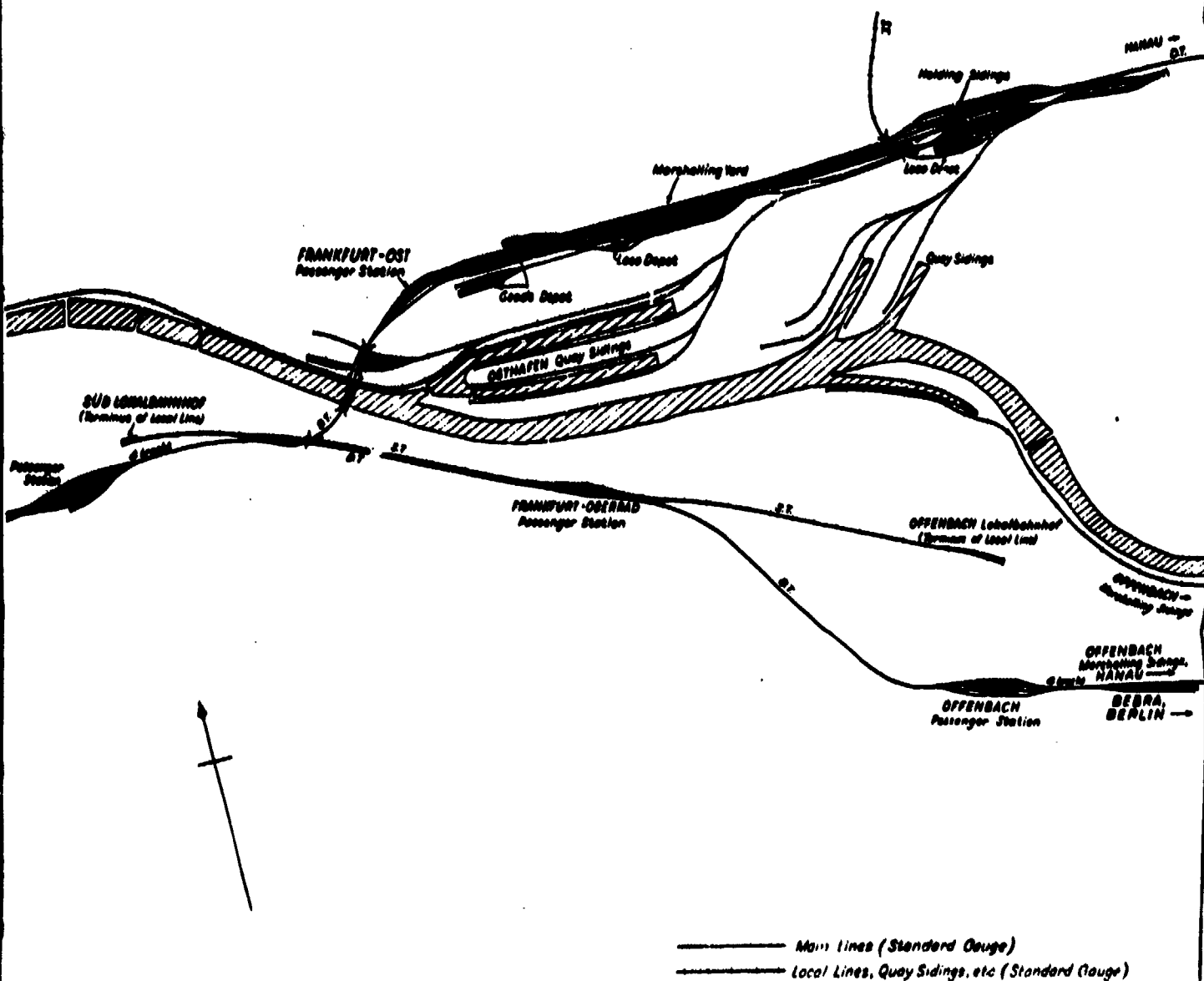
1000



FRANKFURT

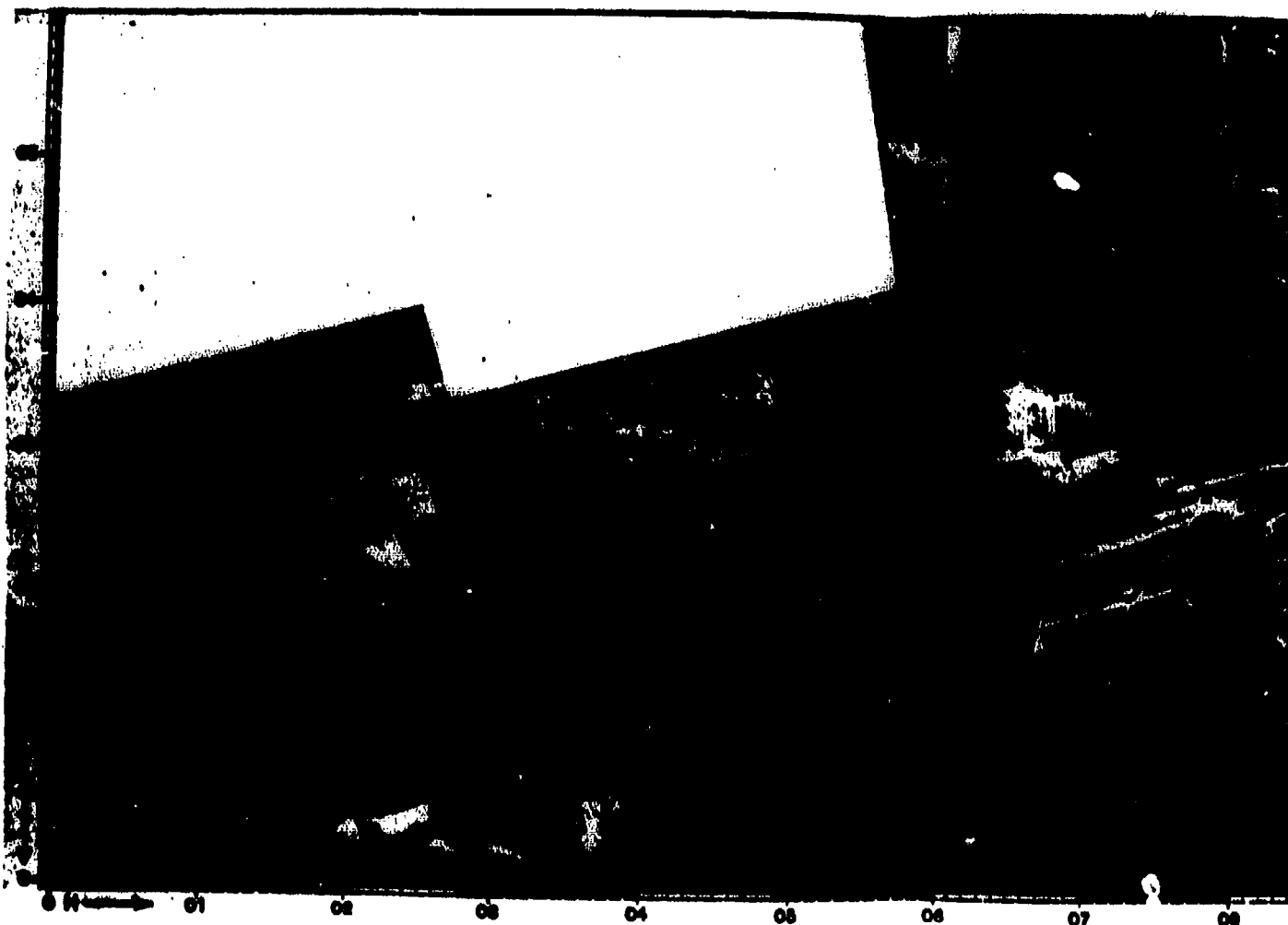
Railway Facilities

*Produced at C.I.U. from
Photographs of 1942/3*





Photographed 20 March 1941



B. MARSHALLING YARD.

1. Reception Sidings.
2. Sorting Sidings (a) Entry
(b) Exits.
3. Storage Sidings.
4. Locomotive Depot.
5. Wagon Repair Shops.
6. Passenger Station.
7. Road over Rail Bridge.
8. Road over Rail Bridge.
9. Holding Sidings.
10. Junctions at Western End.
11. Junctions at Eastern End.

FRANKFURT-OST
MARSHALLING YARD — FRANKFURT a.M.
(GERMANY)



Photographed 17 April 1942

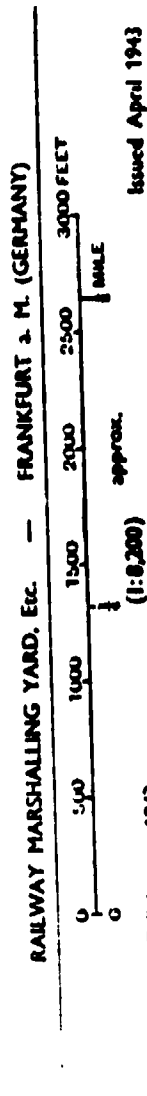
(1:12,500)

approx.

Issued April 1943



WESTERN AND CENTRAL PORTION OF MARSHALLING YARD, SHOWING ENGINE SHEDS.



Photographed 27 February 1943



A. MARSHALLING YARD. B. RAILWAY WORKSHOPS. C. GOODS STATIONS.

RAILWAY WORKSHOPS,
Etc.

KAISERSLAUTERN
(GERMANY)

500

1000

1500

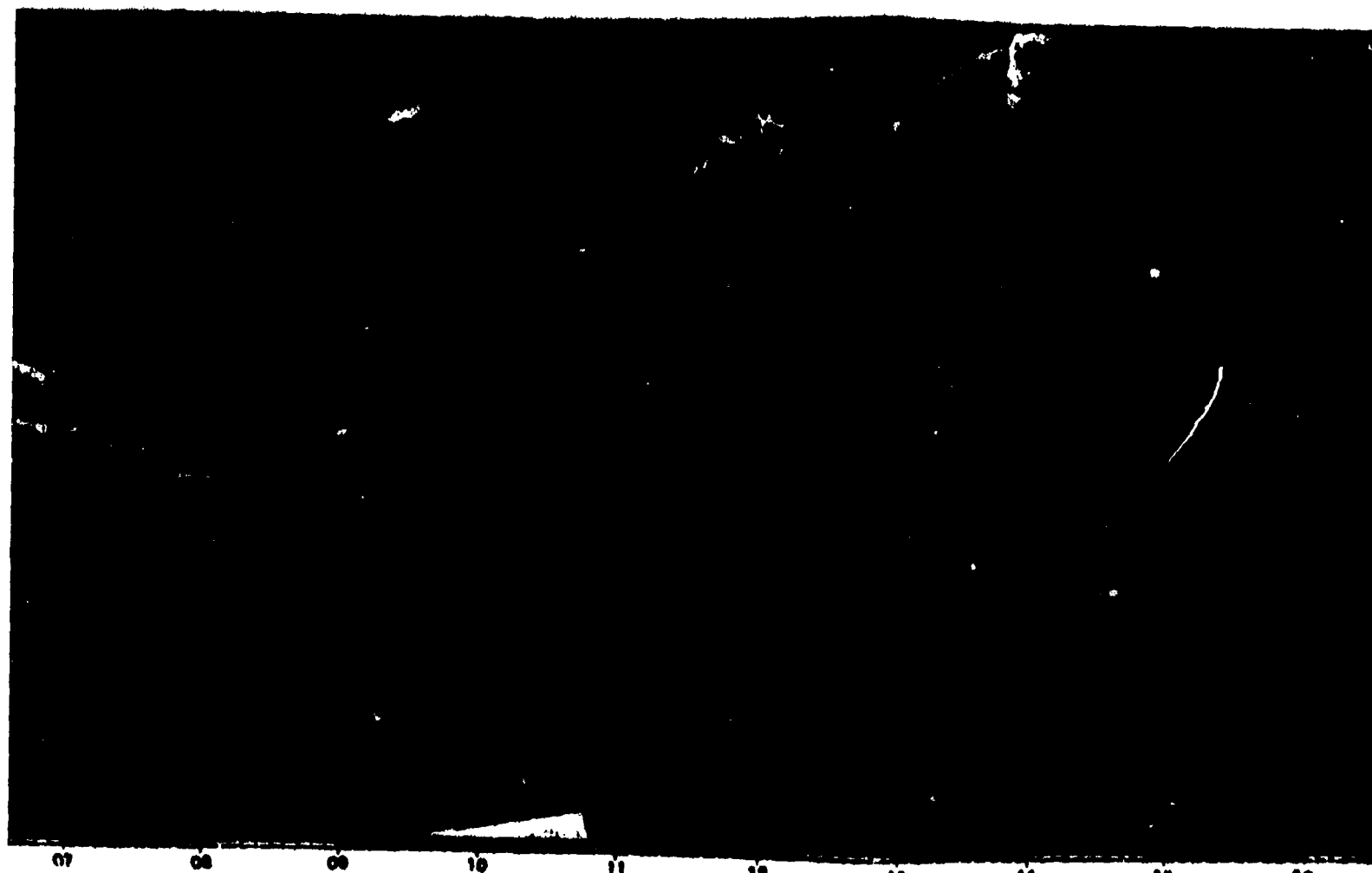
2000 YARDS

20 March 1941

(1 : 12,500)

approx.

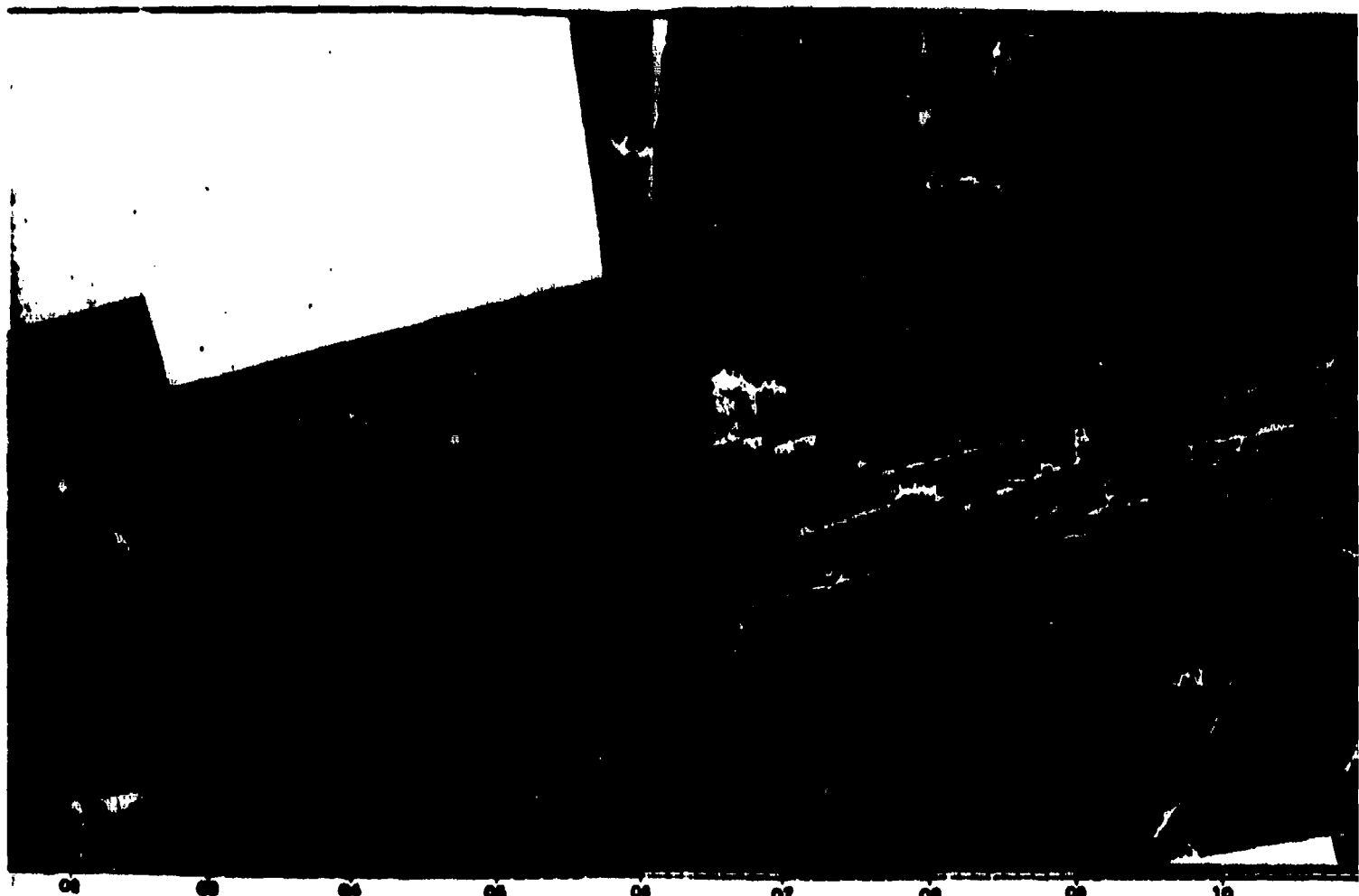
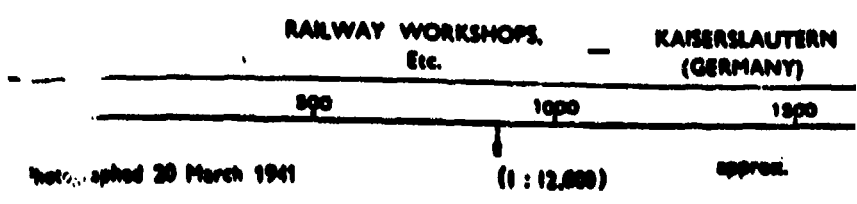
1 MILE
Issued March 1944



A. RAILWAY WORKSHOPS

- 12. Wagon Shop.
- 13. Boiler House.
- 14. Wagon Shop.
- 15. Probably Machine Hammer and
- 16. Offices.

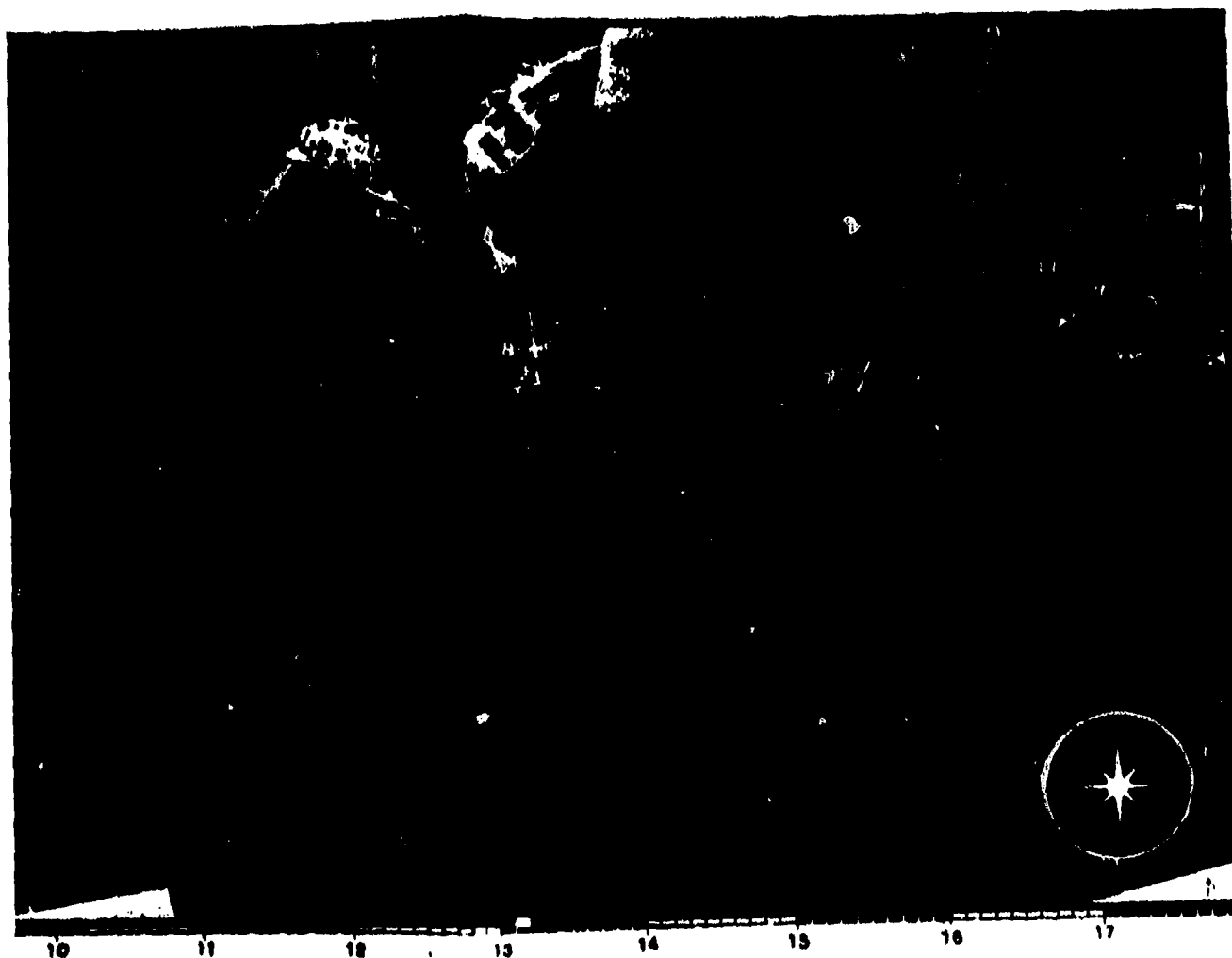
.TED)



- B. MARSHALLING YARD.
1. Reception Sidings.
 2. Sorting Sidings (a) Entry
(b) Exit.
 3. Storage Sidings.
 4. Locomotive Depot.
 5. Wagon Repair Shops.
 6. Passenger Station.
 7. Road over Rail Bridge.
 8. Road over Rail Bridge.
 9. Holding Sidings.
 10. Junctions at Western End.
 11. Junctions at Eastern End.

KAISERSLAUTERN
(GERMANY)

1300 2000 YARDS
1 MILE
approx. Issued March 1944



A. RAILWAY WORKSHOPS.

- 12. Wagon Shop.
- 13. Boiler House.
- 14. Wagon Shop.
- 15. Probably Machine Shop and Hammer and Press Shops.
- 16. Offices.

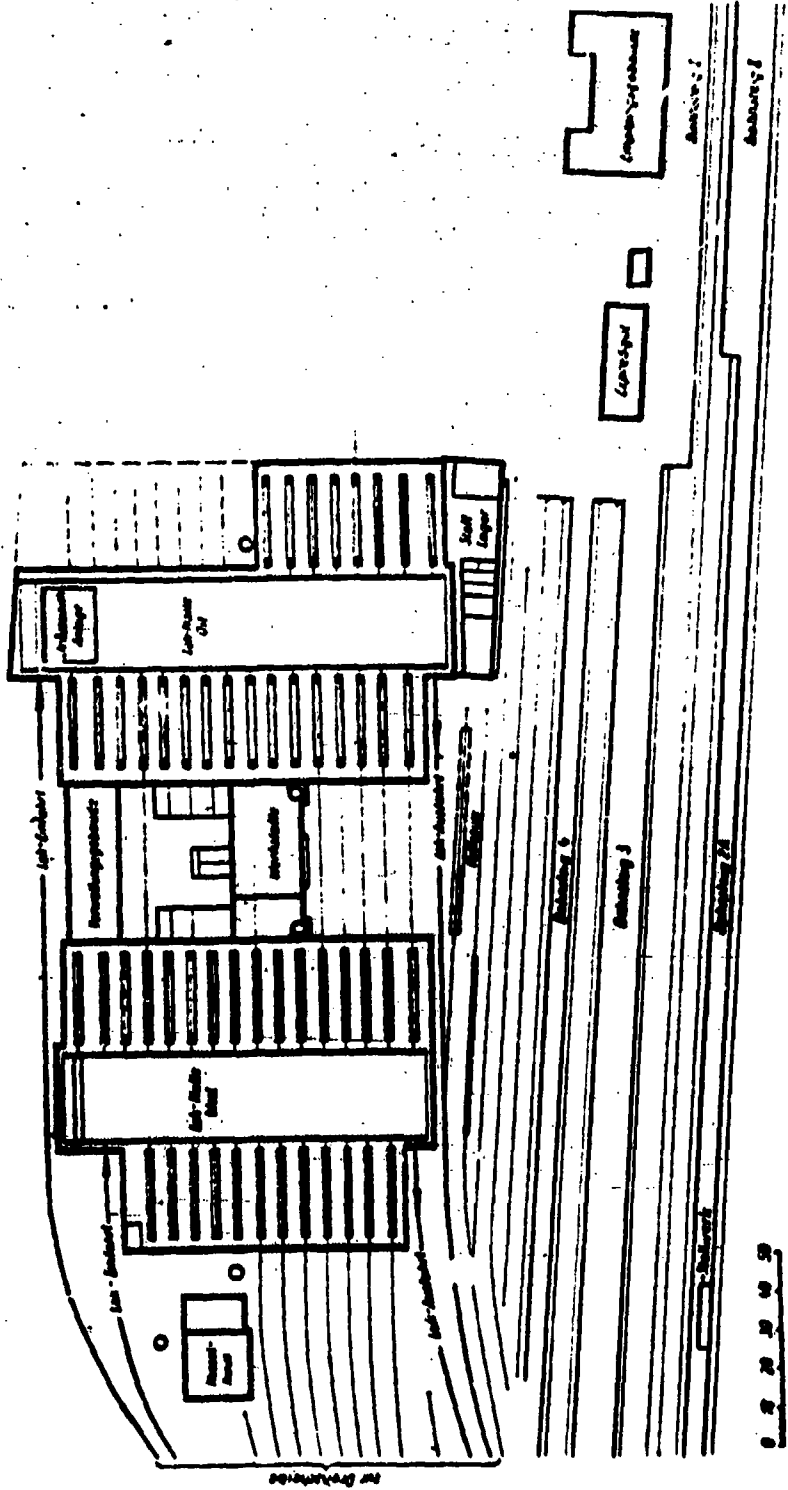


Diagram of Kaiserlautern Railway Workshop.

An Werkzeugmaschinen sind etwa die folgenden erforderlich:

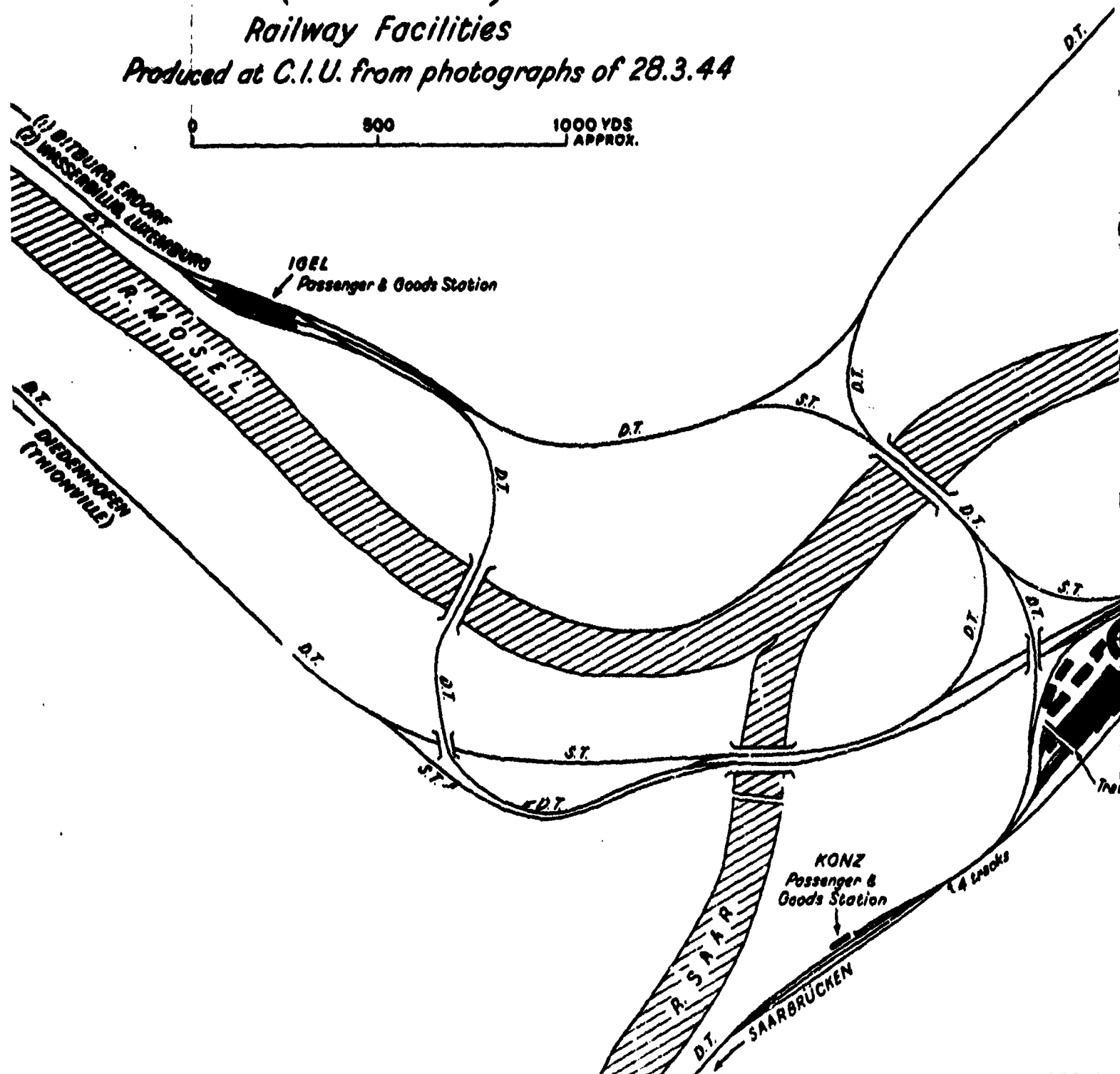
- Achsschenkeldreh-, Schleif- und Prägepolierbank: 1100 mm Spitzenhöhe,
- 3 Drehbänke: Spitzenhöhe • Weite 450 • 3000; 250 • 1500; 175 • 1000;
- 3 Bohrmaschinen: 90, 35 und 15 mm-Loch,
- 1 Horizontalachslagerbohrmaschine,
- 1 Schnellhobler: 450–600 mm Hub,
- 1 Laufbühnen: 75 kg Biegeviertel,
- 1 Lagermetallschmelzofen,
- 1 Sandkasten,
- 1 Gießtisch,
- 1 Abschleppschiff, vollständig,

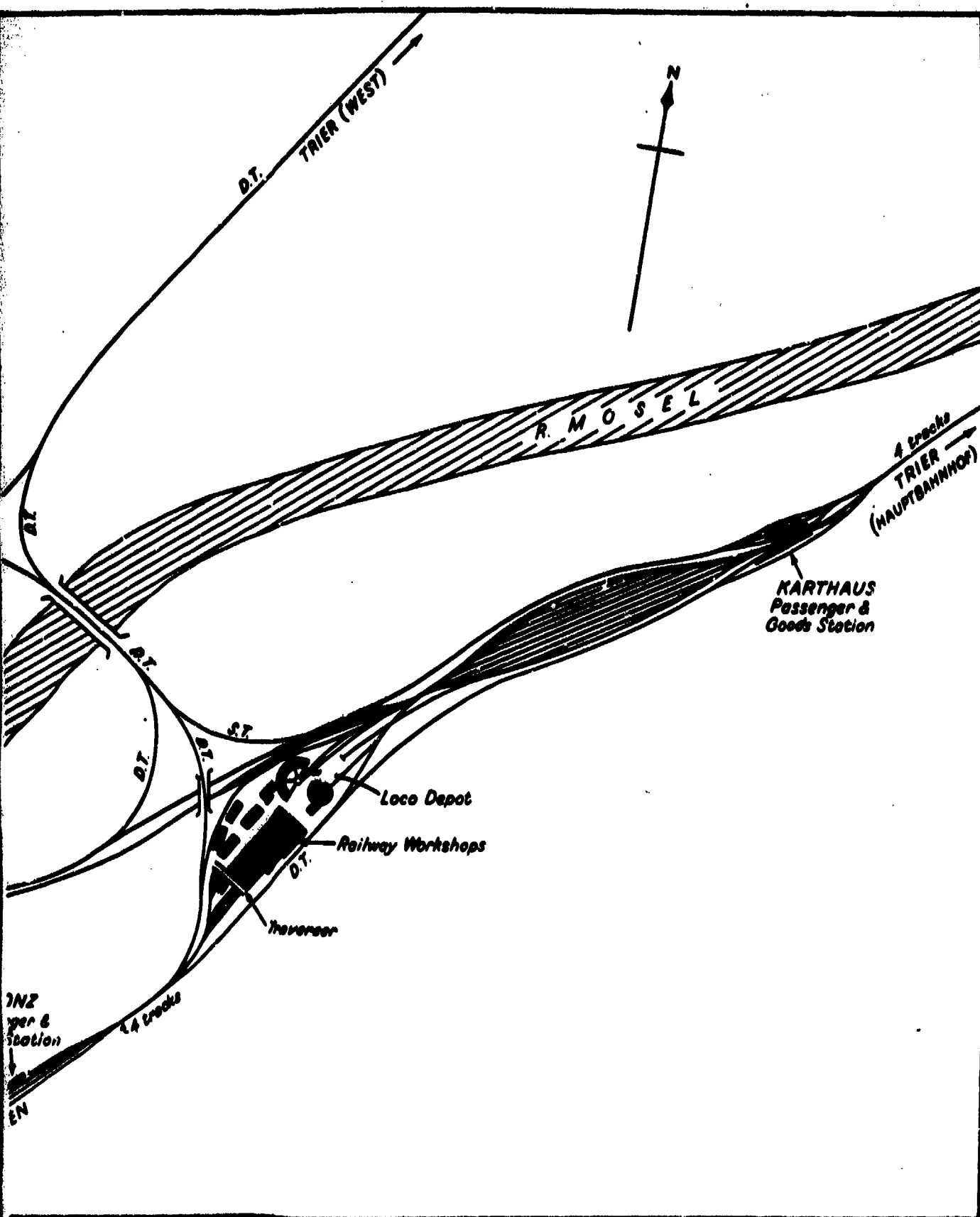
KONZ-KARTHAUS

(S.W. of TRIER)

Railway Facilities

Produced at C.I.U. from photographs of 28.3.44



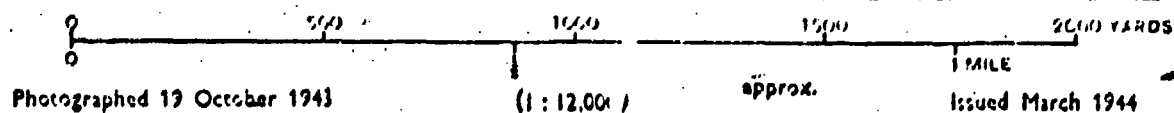


RAILWAY MARSHALLING YARD.

Etc.

ZONIZ FARTHAUS near TRIER

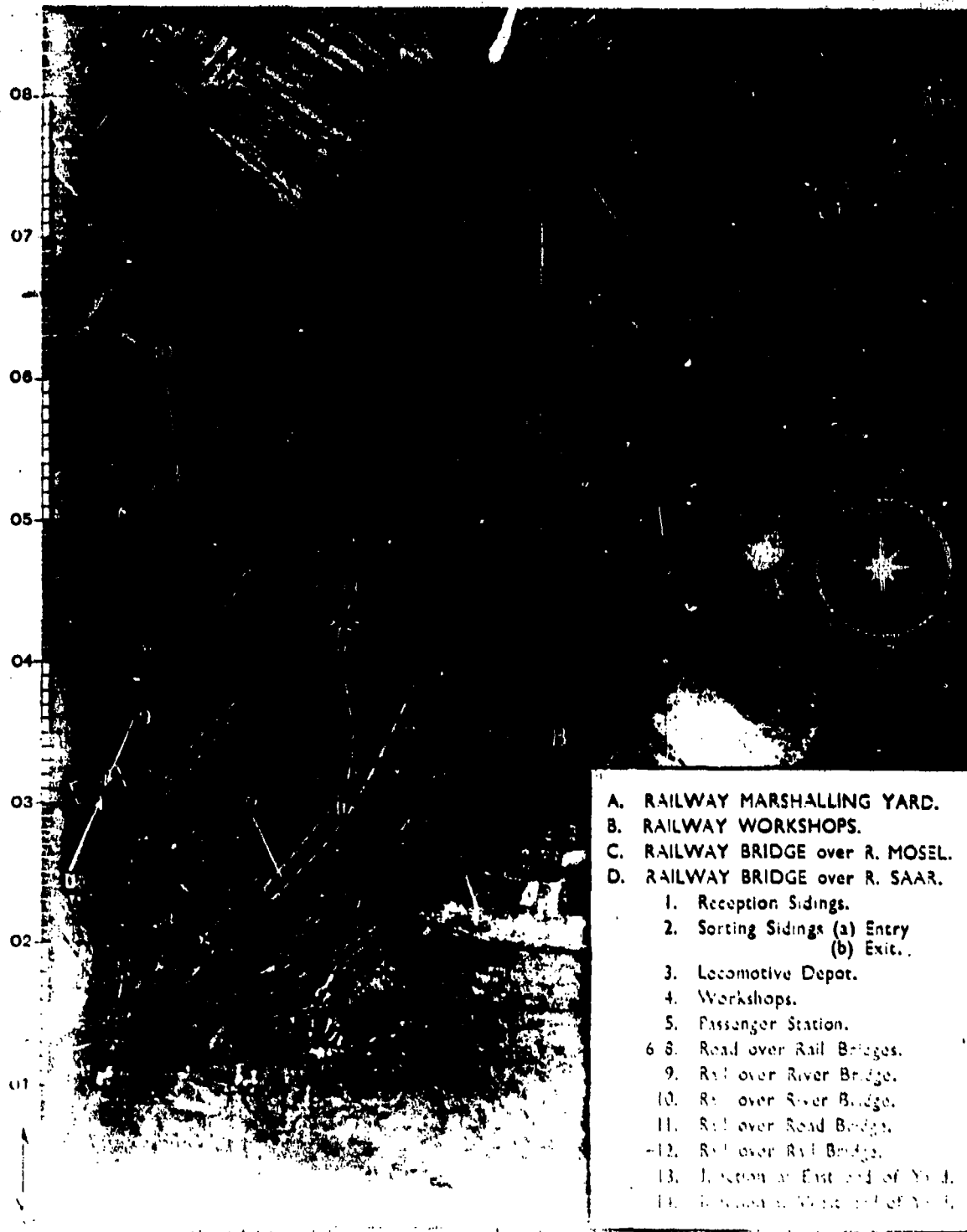
(GERMANY)

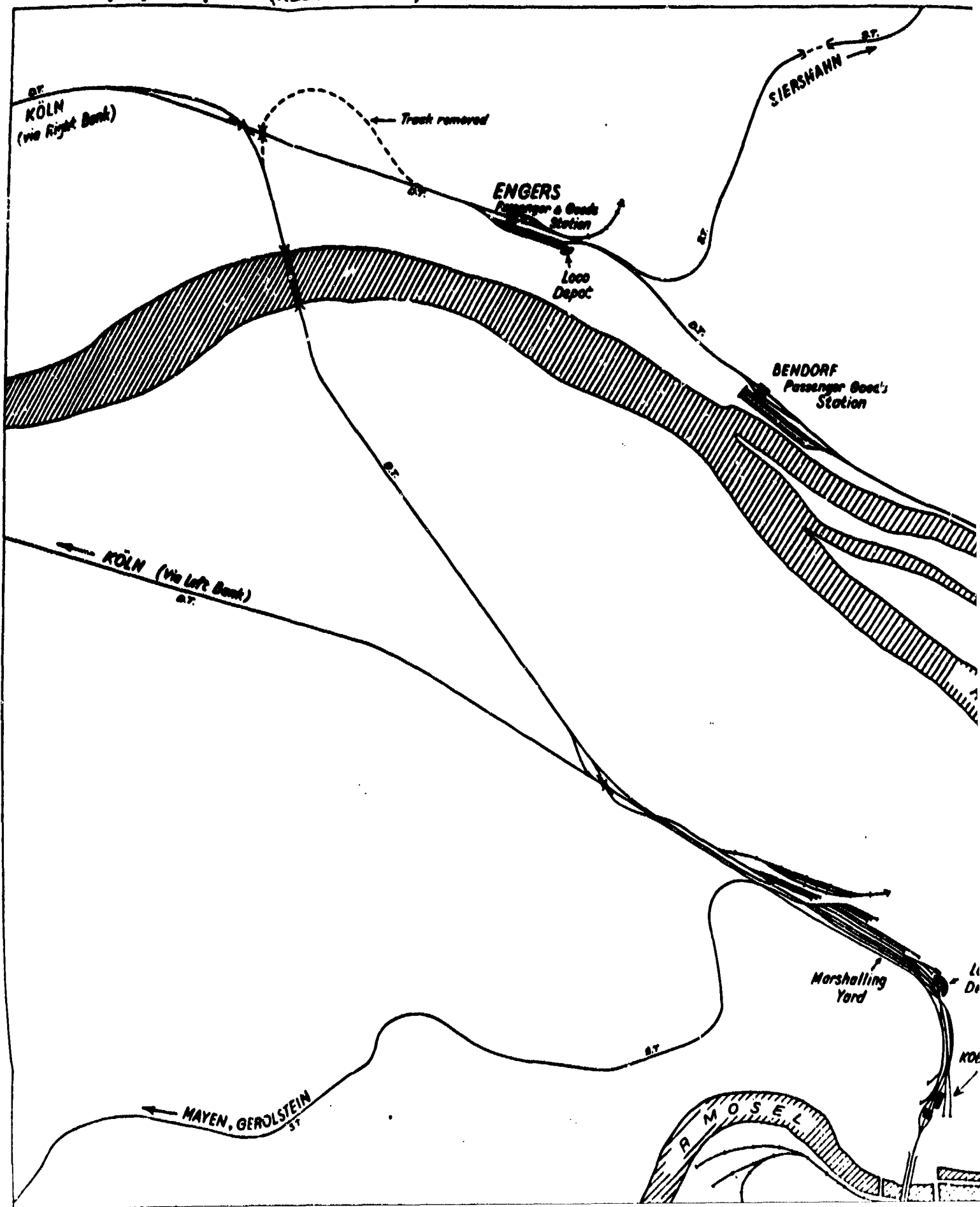


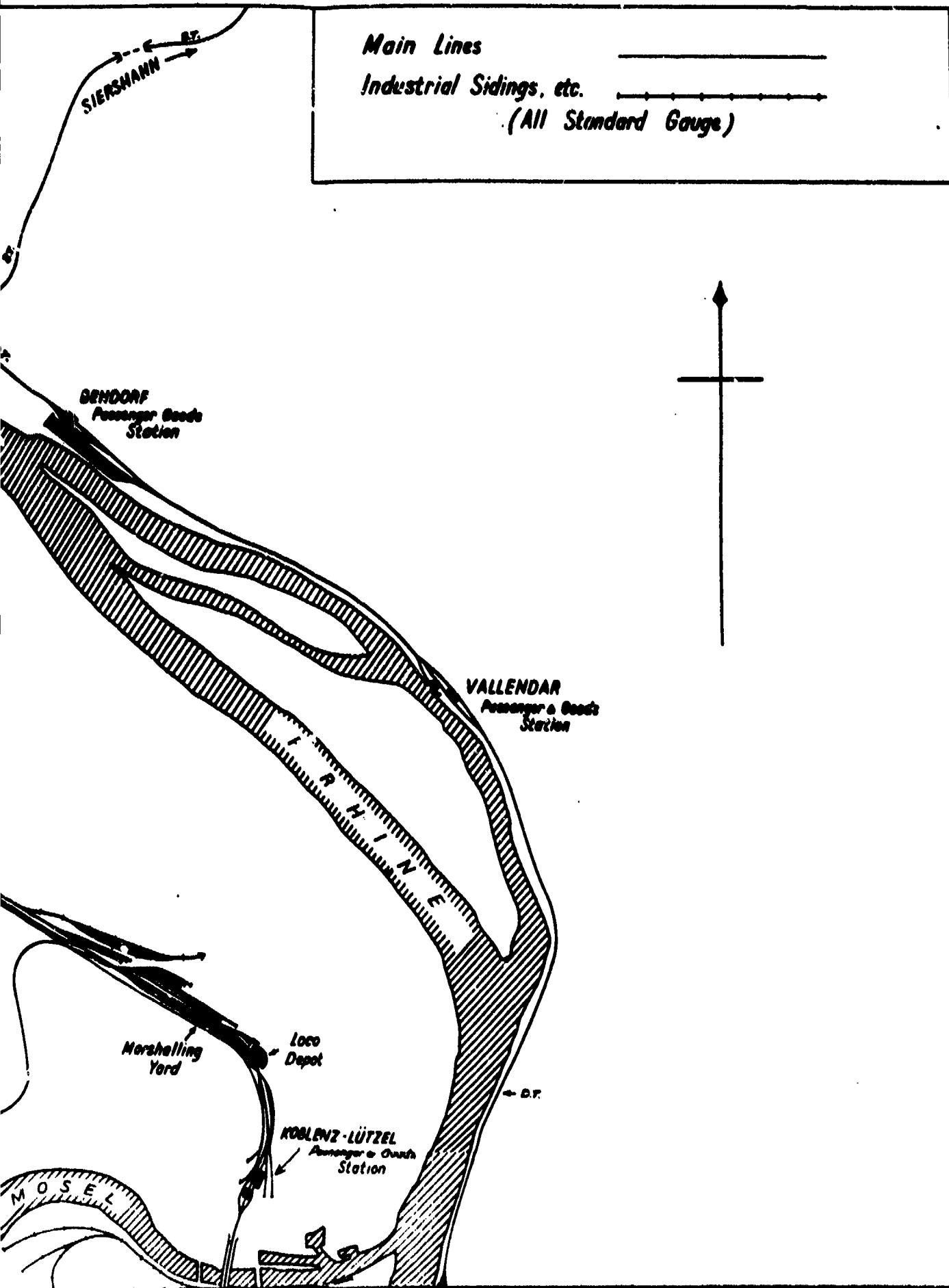
Photographed 19 October 1943

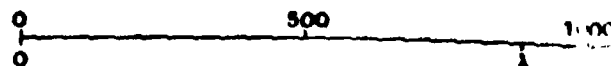
(1:12,000)

Issued March 1944



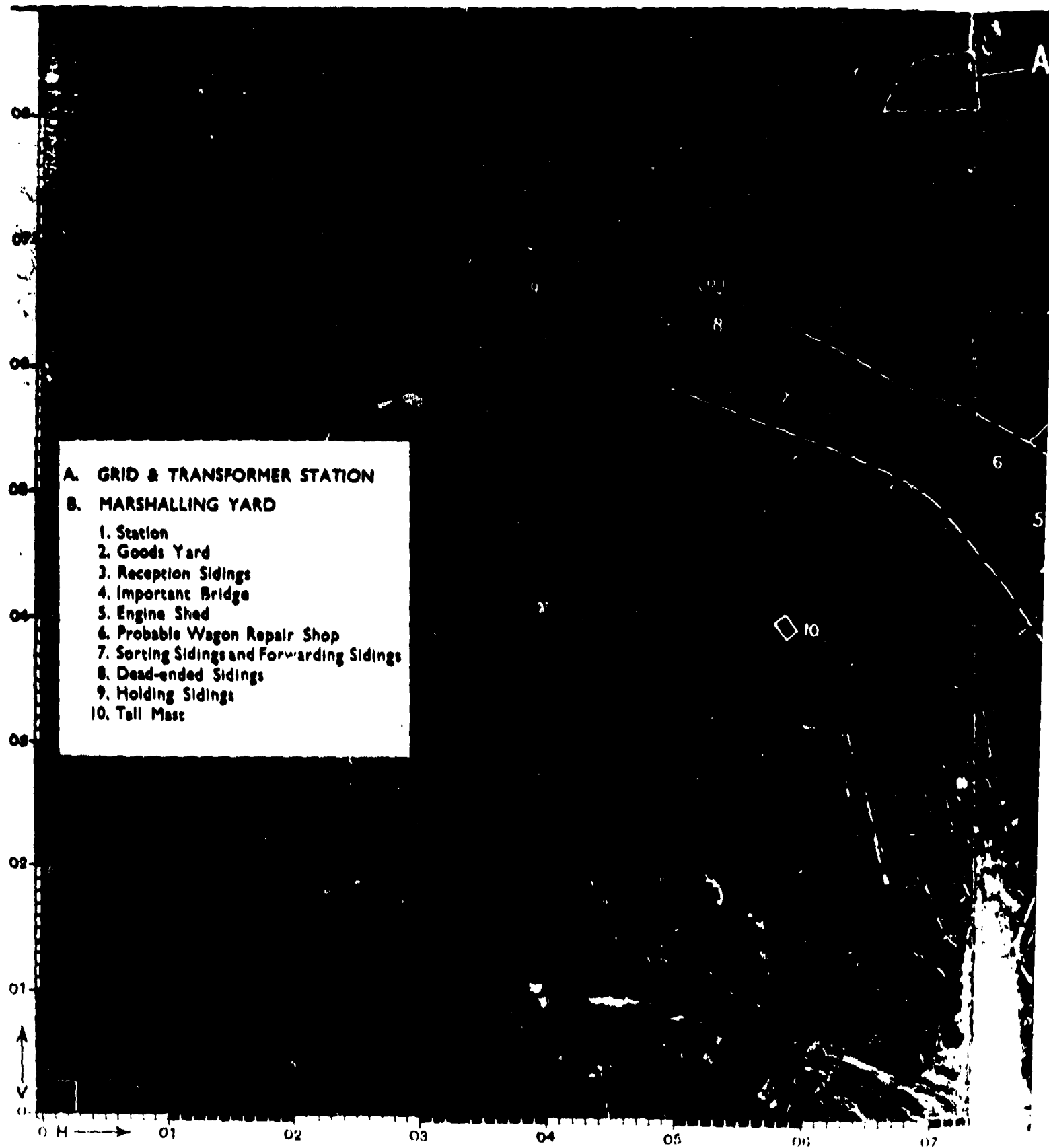






Photographed 1942/1943

(1:12,000)



A. GRID & TRANSFORMER STATION

B. MARSHALLING YARD

1. Station
2. Goods Yard
3. Reception Sidings
4. Important Bridge
5. Engine Shed
6. Probable Wagon Repair Shop
7. Sorting Sidings and Forwarding Sidings
8. Dead-ended Sidings
9. Holding Sidings
10. Tall Mast

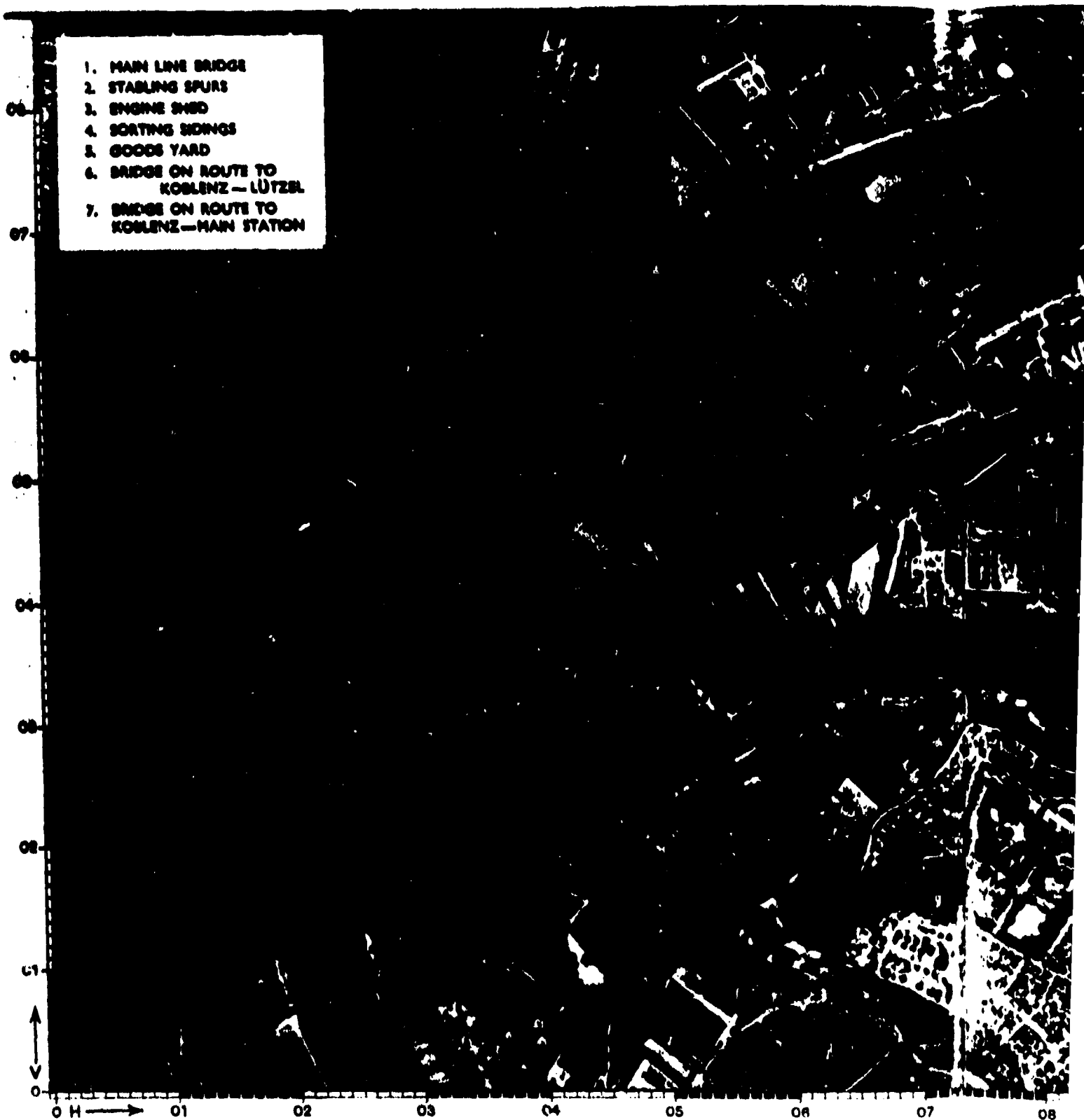
I.S.T.D./C/317/A (RESTRICTED)

RAILWAY MARSHALLING Y C — KOBLENZ
(GERMANY)

Photographed 1942/1943

approx

1. MAIN LINE BRIDGE
2. STABLES SPURS
3. ENGINE SHED
4. SORTING SIDINGS
5. GOODS YARD
6. BRIDGE ON ROUTE TO
KOBLENZ — LÜTZEL
7. BRIDGE ON ROUTE TO
KOBLENZ — MAIN STATION



LING Y C — KOBLENZ (Mosel)
(GERMANY)

PLAN 30

1800 2000 YARDS

approx. 1 MILE

Issued January 1944



07 08 09 10 11 12 13 14

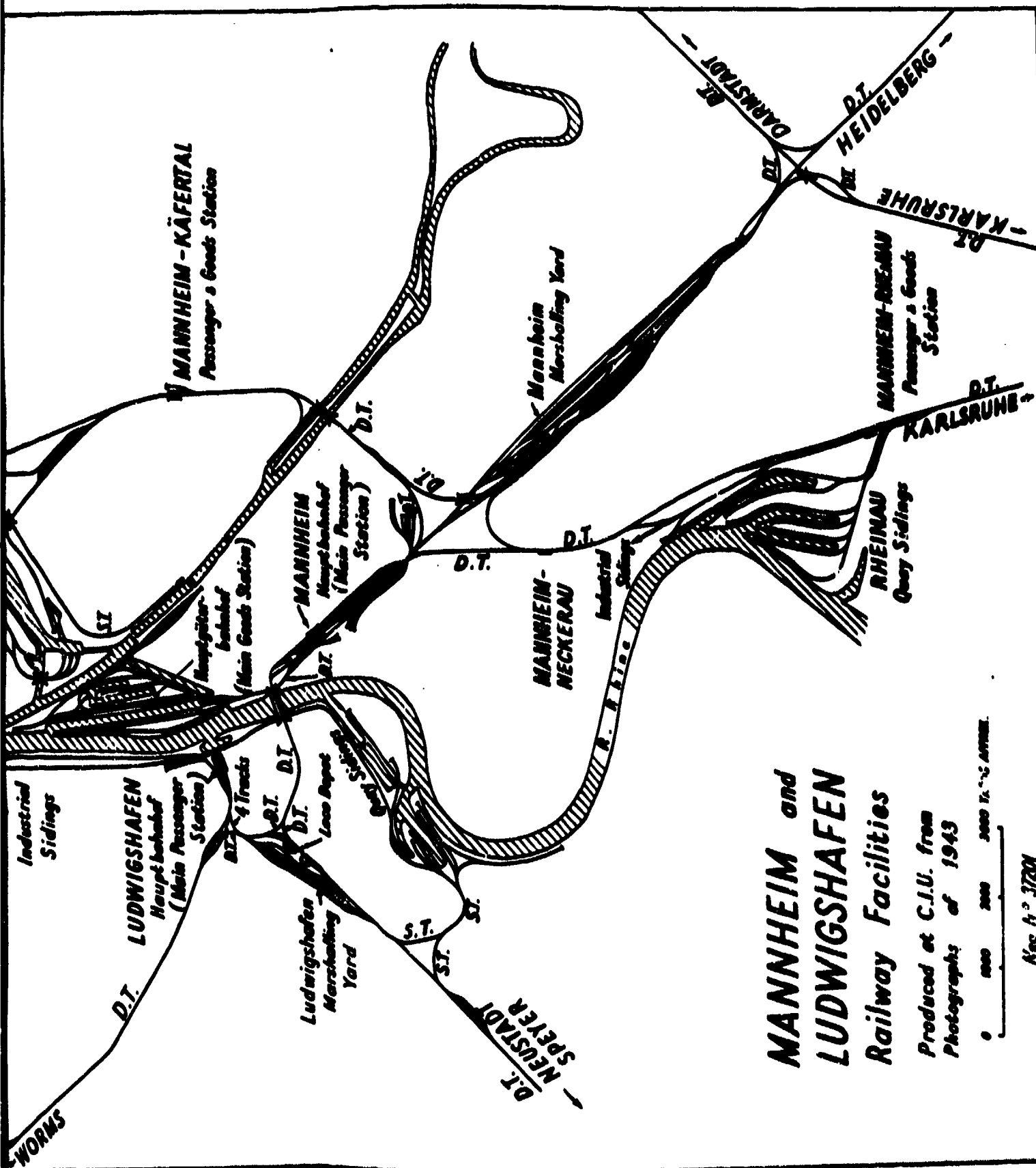
U.S.T.D./C/317/A (RESTRICTED)

PLATE 1

RAILWAY MARSHALLING YARD — MANNHEIM (GERMANY)

0 500 1000 1500 2000 YARDS
approx. 1 MILE
Photographed 7 April 1940
Issued April 1943

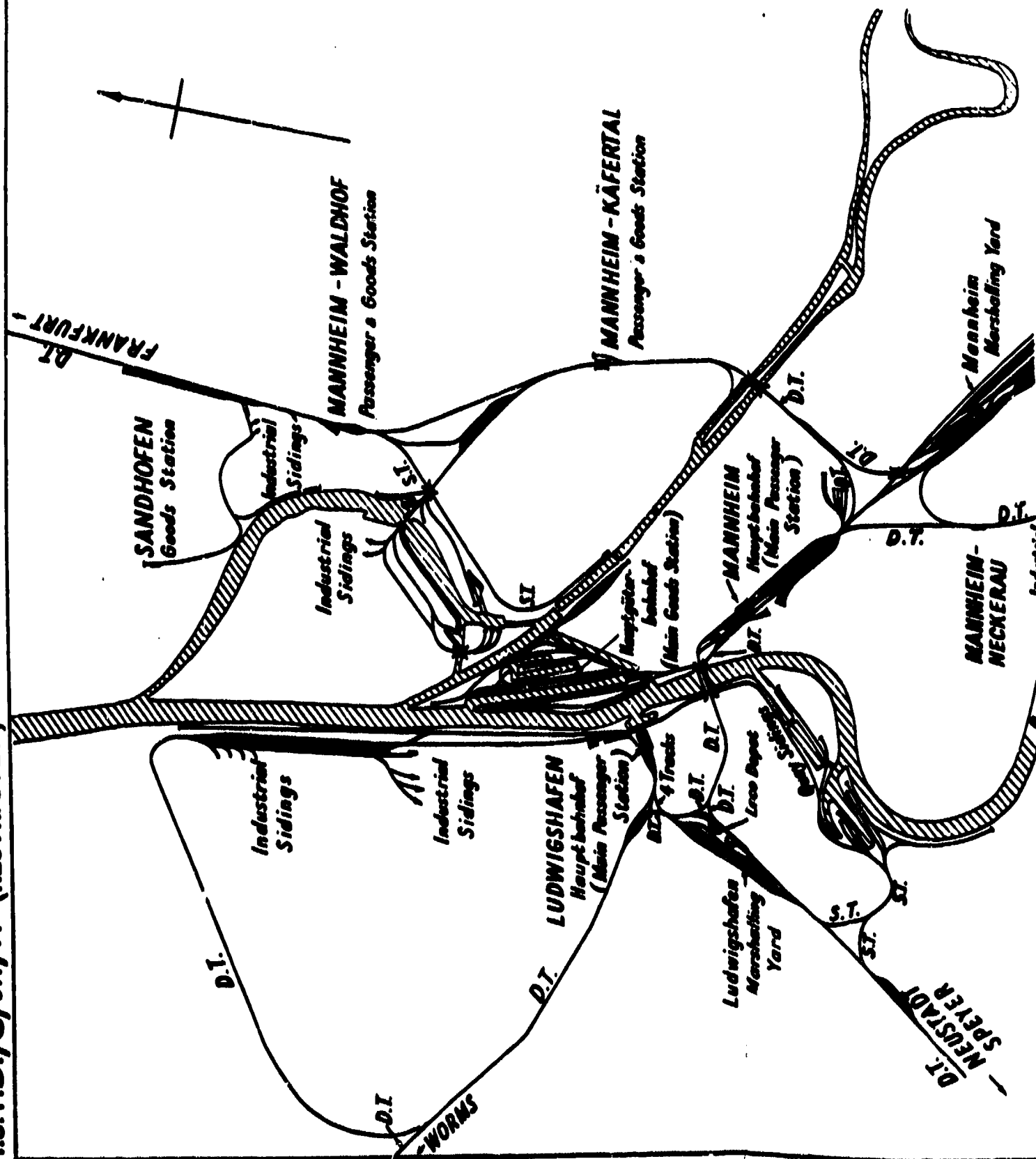




REC-4 37201

Inter-Service Topographical Department

Printed under the Superintendence of His Majesty Sir John Lubbock, K.C.B., C.B., F.R.S., M.P., Secretary.



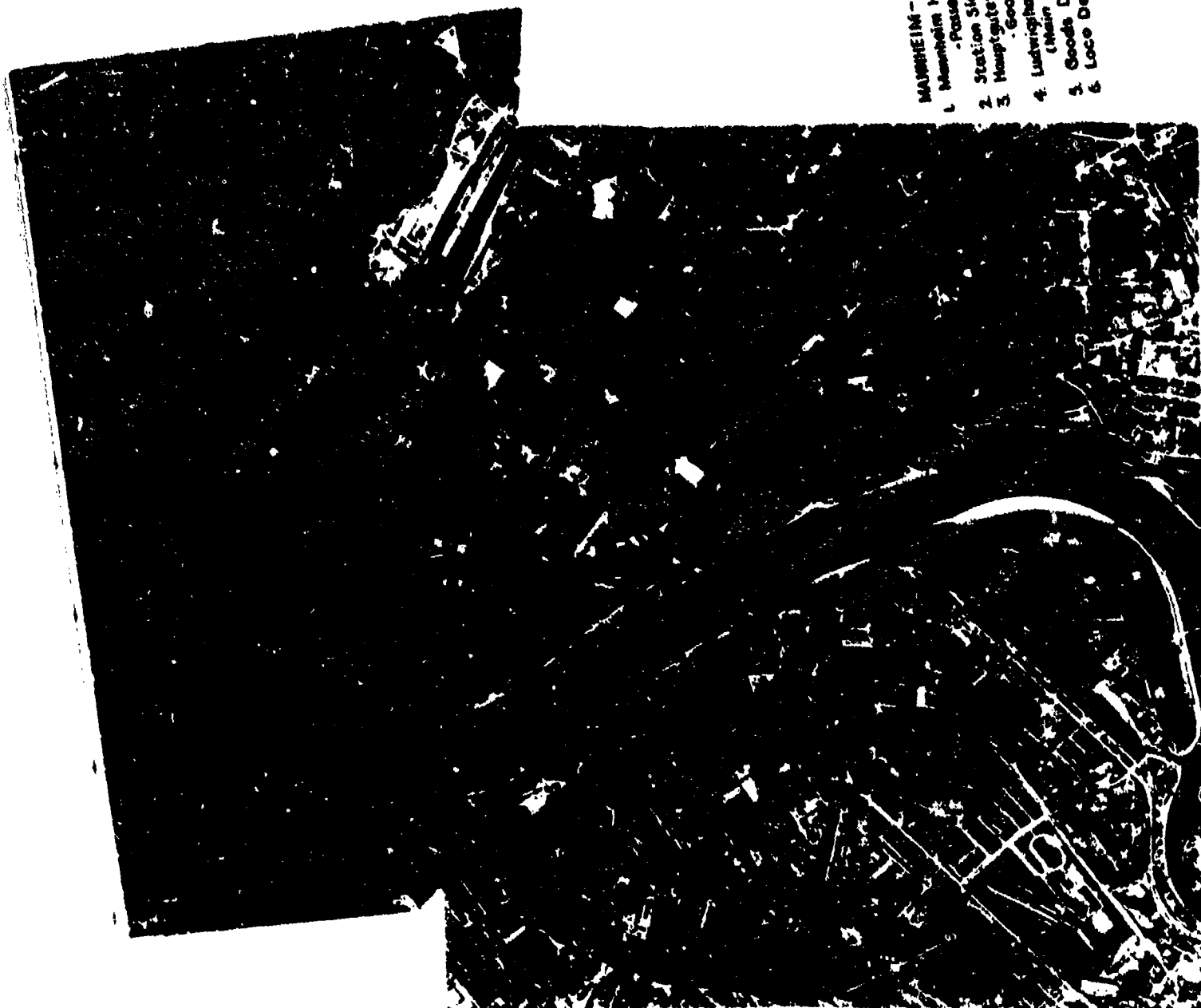
I.S.T.D/C/317/A (RESTRICTED)

31a



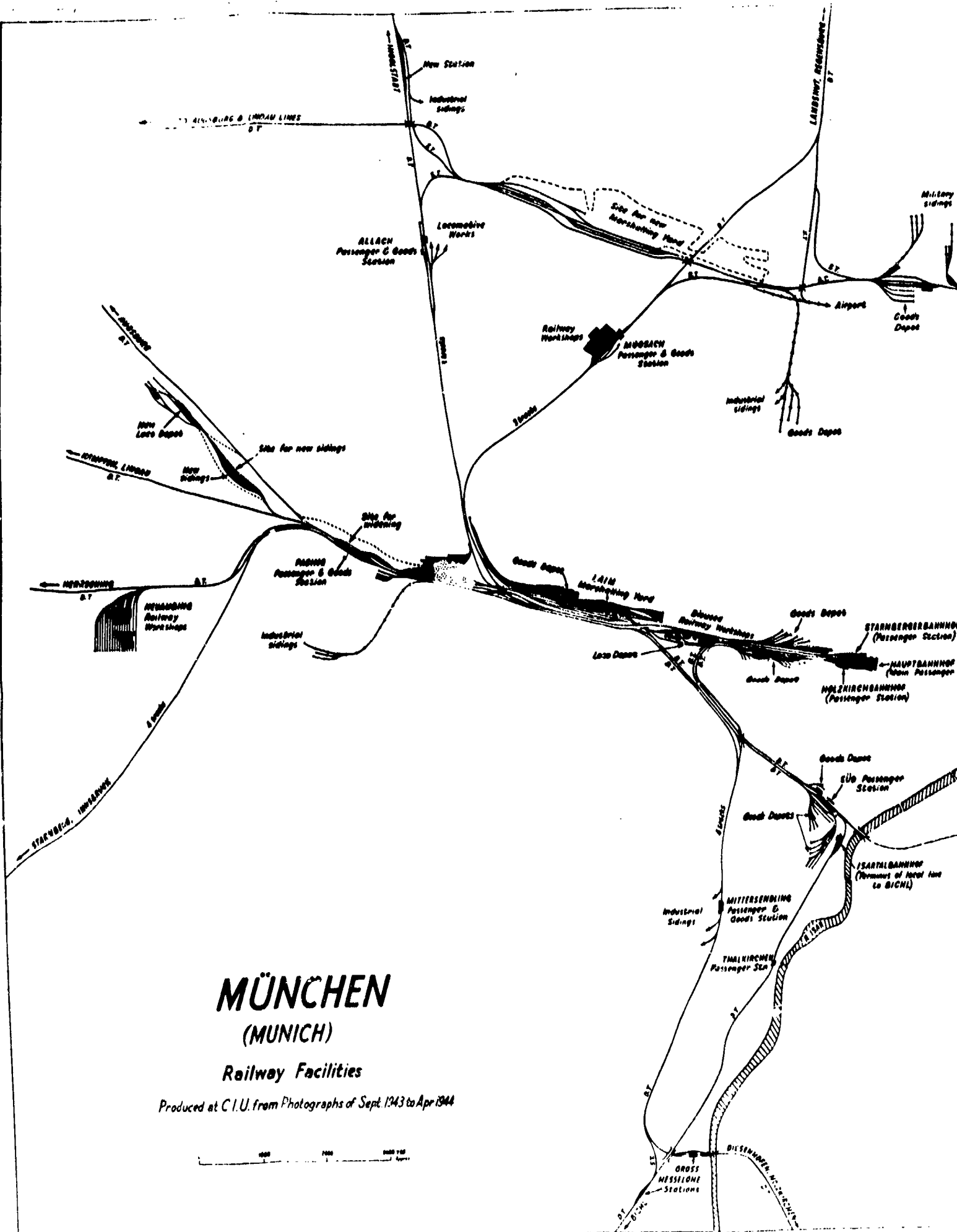
0000 0000

MAUMHEIM - LUDWIGSHAFEN.
 1. Mannheim Hauptbahnhof (Main-
 Passenger Station)
 2. Station Sidings
 3. Hauptgüterbahnhof (Main-
 Goods Station)
 4. Ludwigshafen Hauptbahnhof
 (Main Passenger Station)
 5. Goods Depot
 6. Loco Depot



Scale (Approx) 1:200
 0 500 1000 Yards

Iron-Service Topographical Department



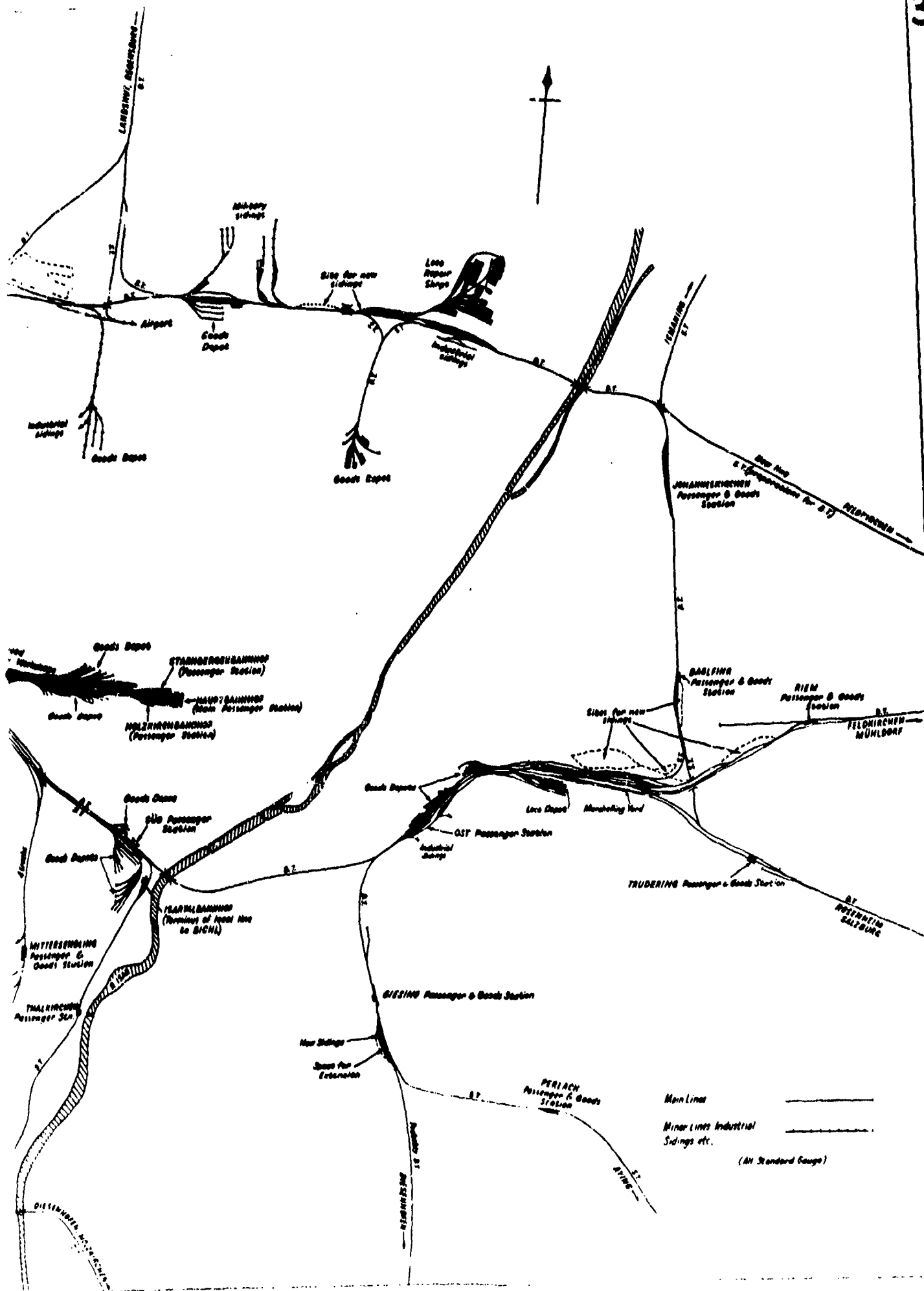
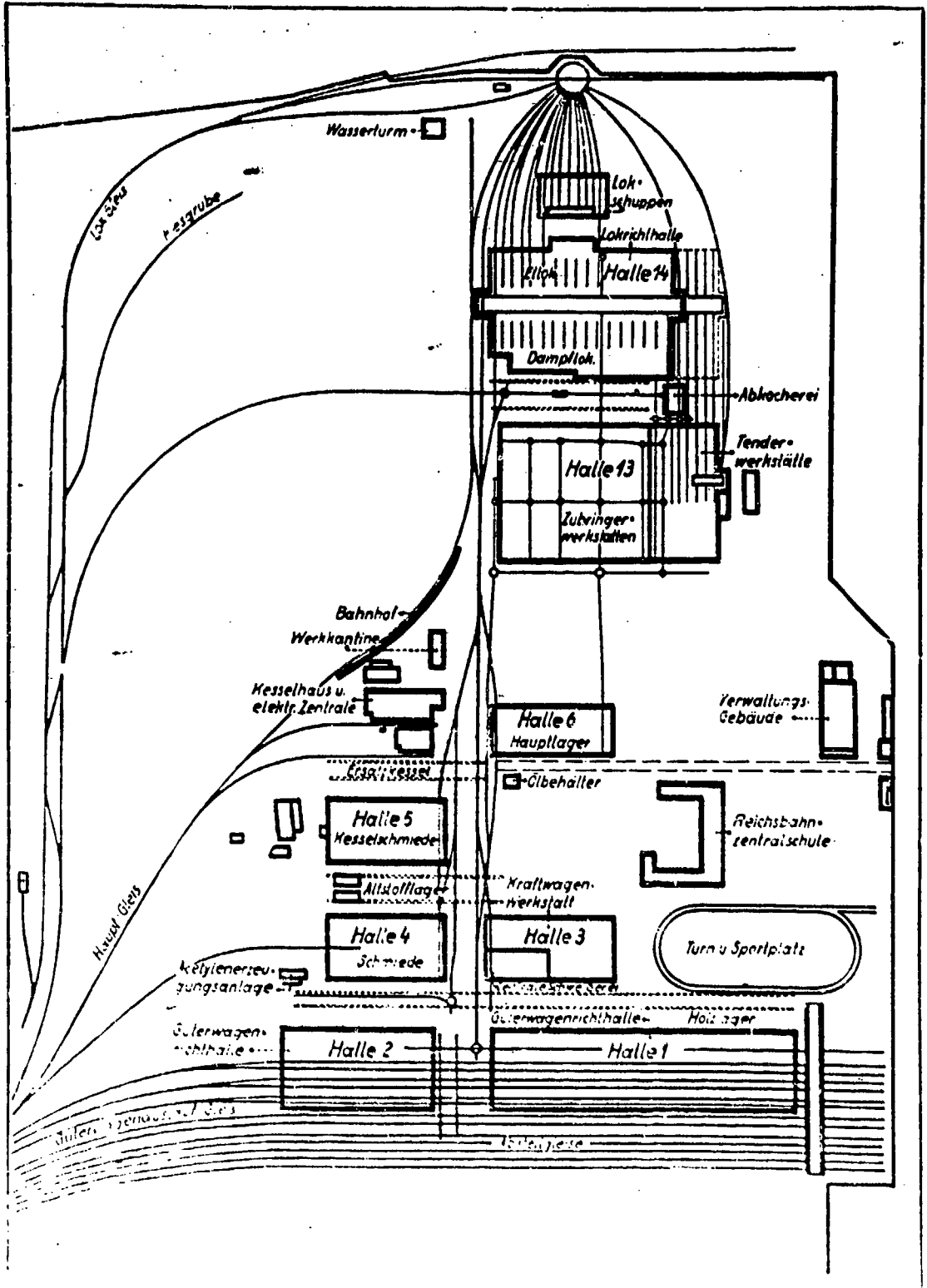


Diagram of layout of Munster-Friedrichshafen Shipyard.



RAILWAY TRAFFIC CENTRE
(München Ost)

MÜNCHEN & MUN
(GERMANY)

0
0

500

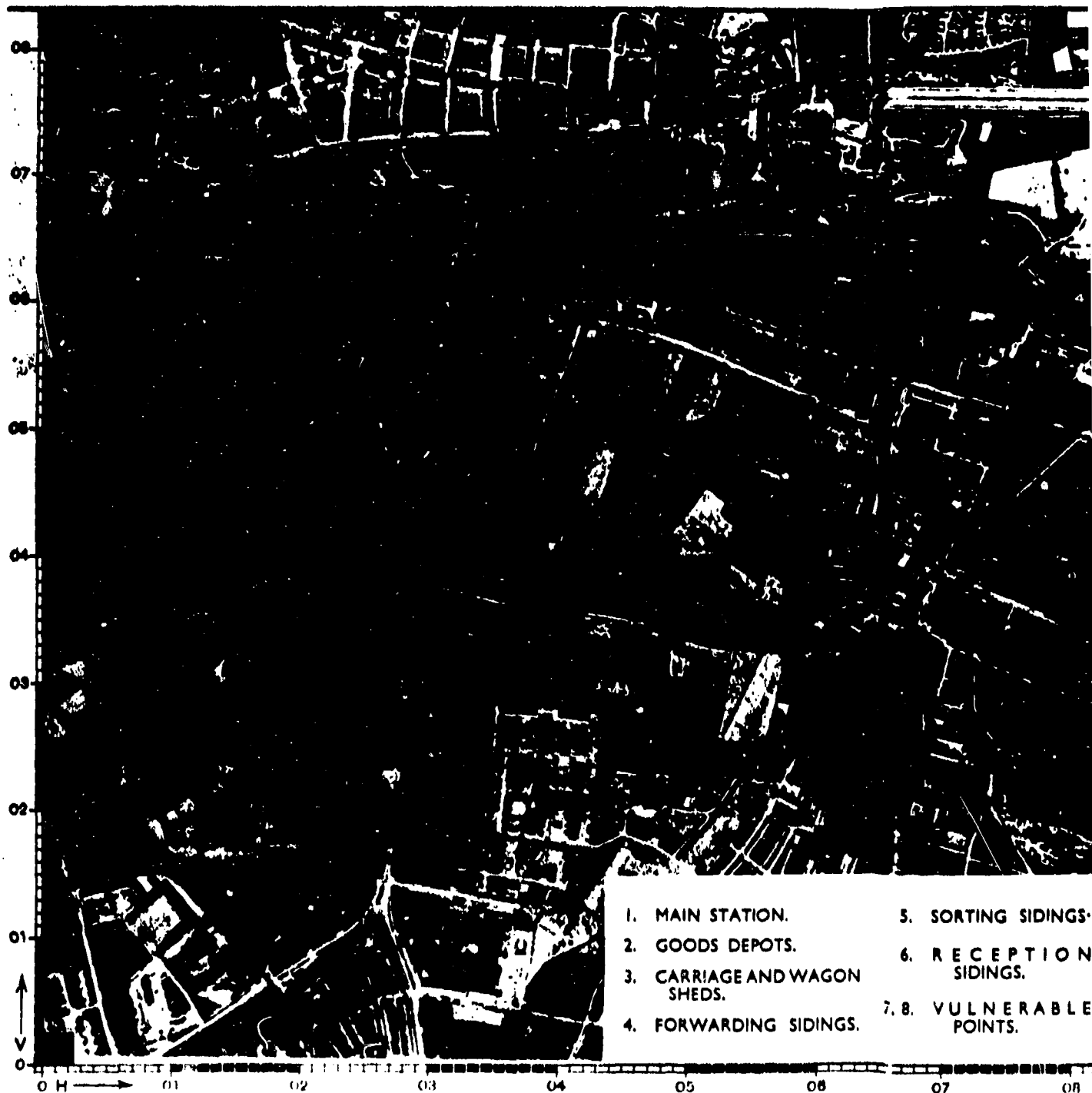
1000

1500

Photographed 1 October 1942

(1:12,000)

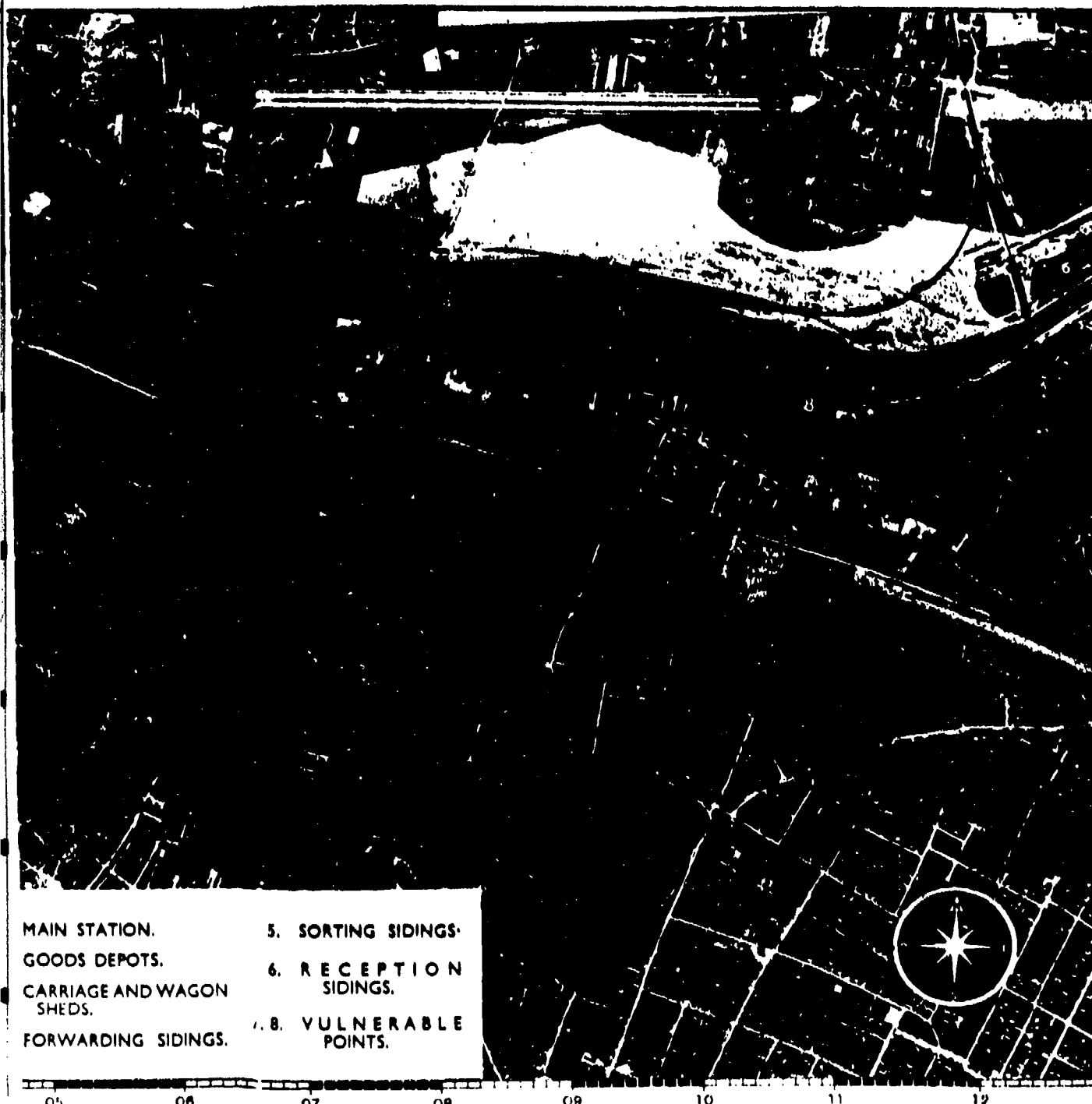
approx.



RAILWAY TRAFFIC CENTRE
(Munich Ost)

MÜNCHEN or MUNICH
(GERMANY)

500 1000 1500 2000 YARDS
1942 (1:12,000) approx. 1 MILE
Issued October 1943



MAIN STATION.

GOODS DEPOTS.

CARRIAGE AND WAGON
SHEDS.

FORWARDING SIDINGS.

5. SORTING SIDINGS.

6. RECEPTION
SIDINGS.

7. 8. VULNERABLE
POINTS.

05

06

07

08

09

10

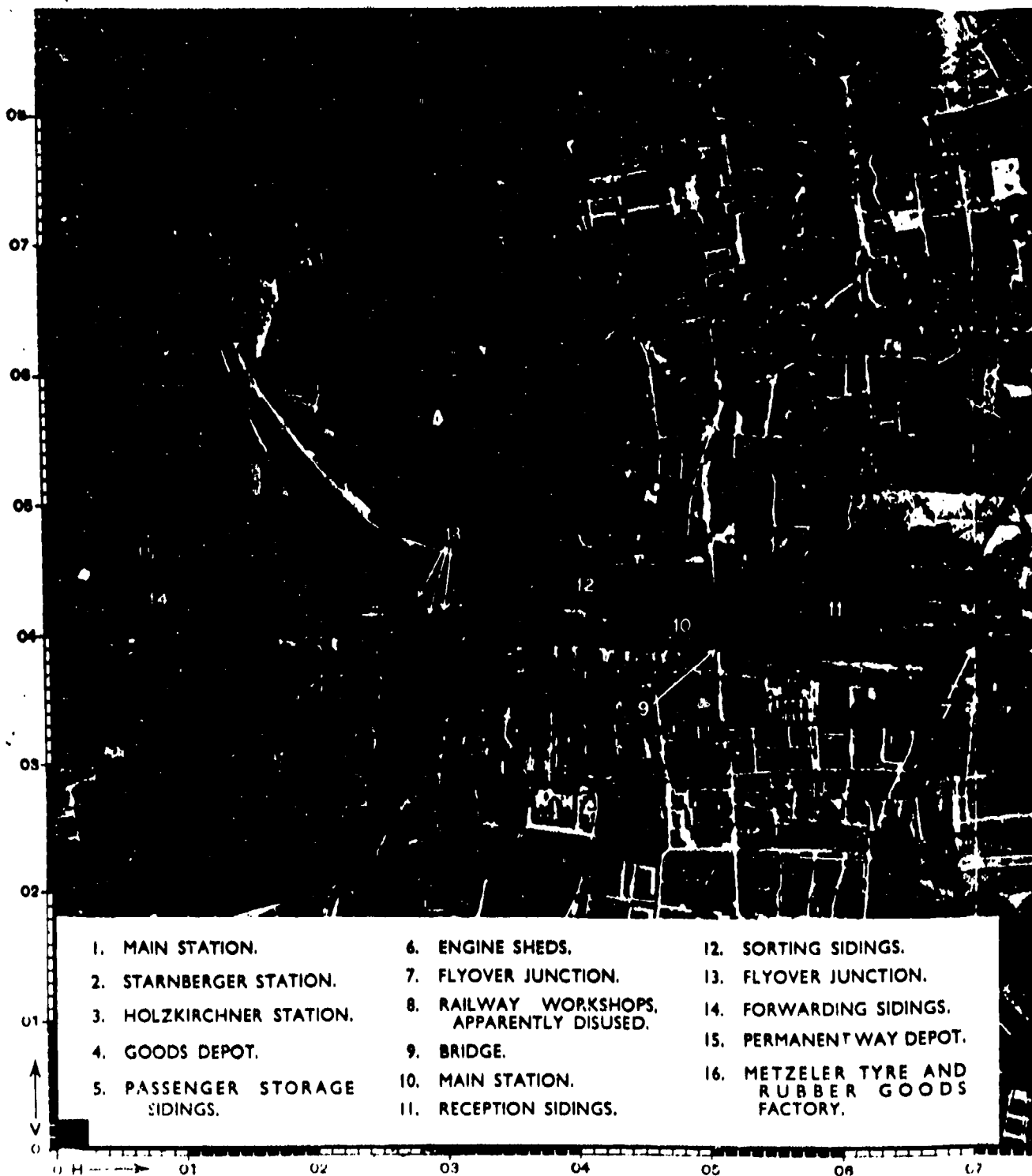
11

12

0 500 0

Photographed 1 October 1942

(,000)



MARSHALLING

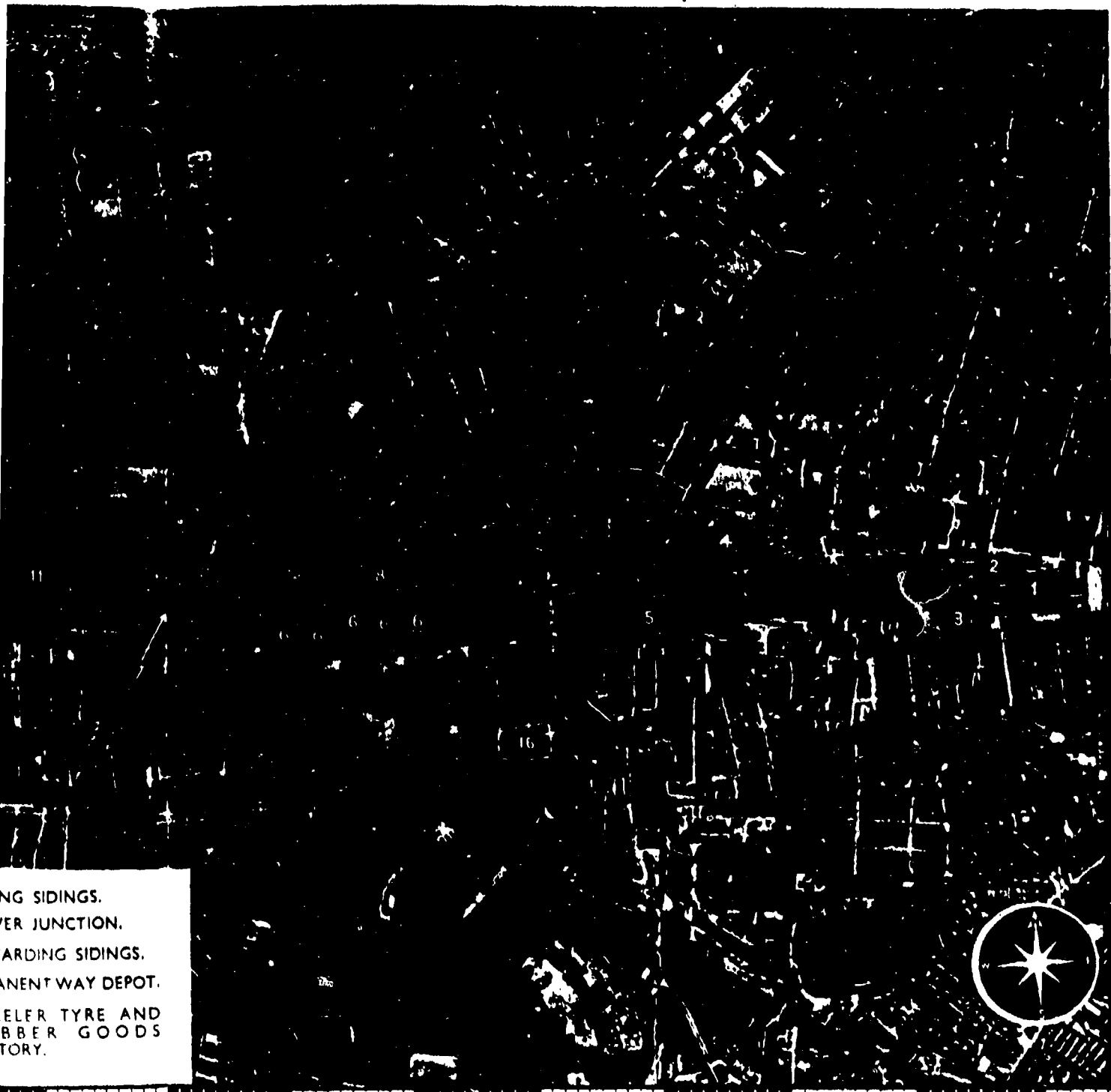
cc. — MÜNCHEN or MUNICH (GERMANY)

500 1500 2000 YARDS

1 MILE

approx.

Issued October 1943

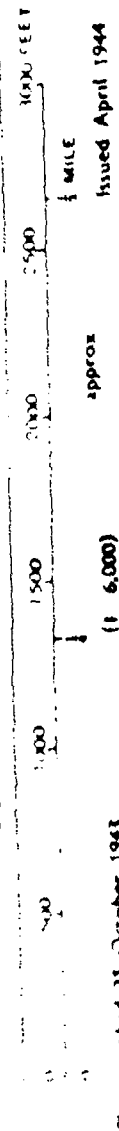


NG SIDINGS.
 /ER JUNCTION.
 /ARDING SIDINGS.
 ANENT WAY DEPOT.
 ELER TYRE AND
 BBER GOODS
 TORY.

08 09 10 11 12 13 14

370 C 317 A (RESTRICTED)

RAILWAY WORKSHOPS. — MUNICH or MUNICH (Freimann)
ETC. (GERMANY)



Photographed 21 October 1943

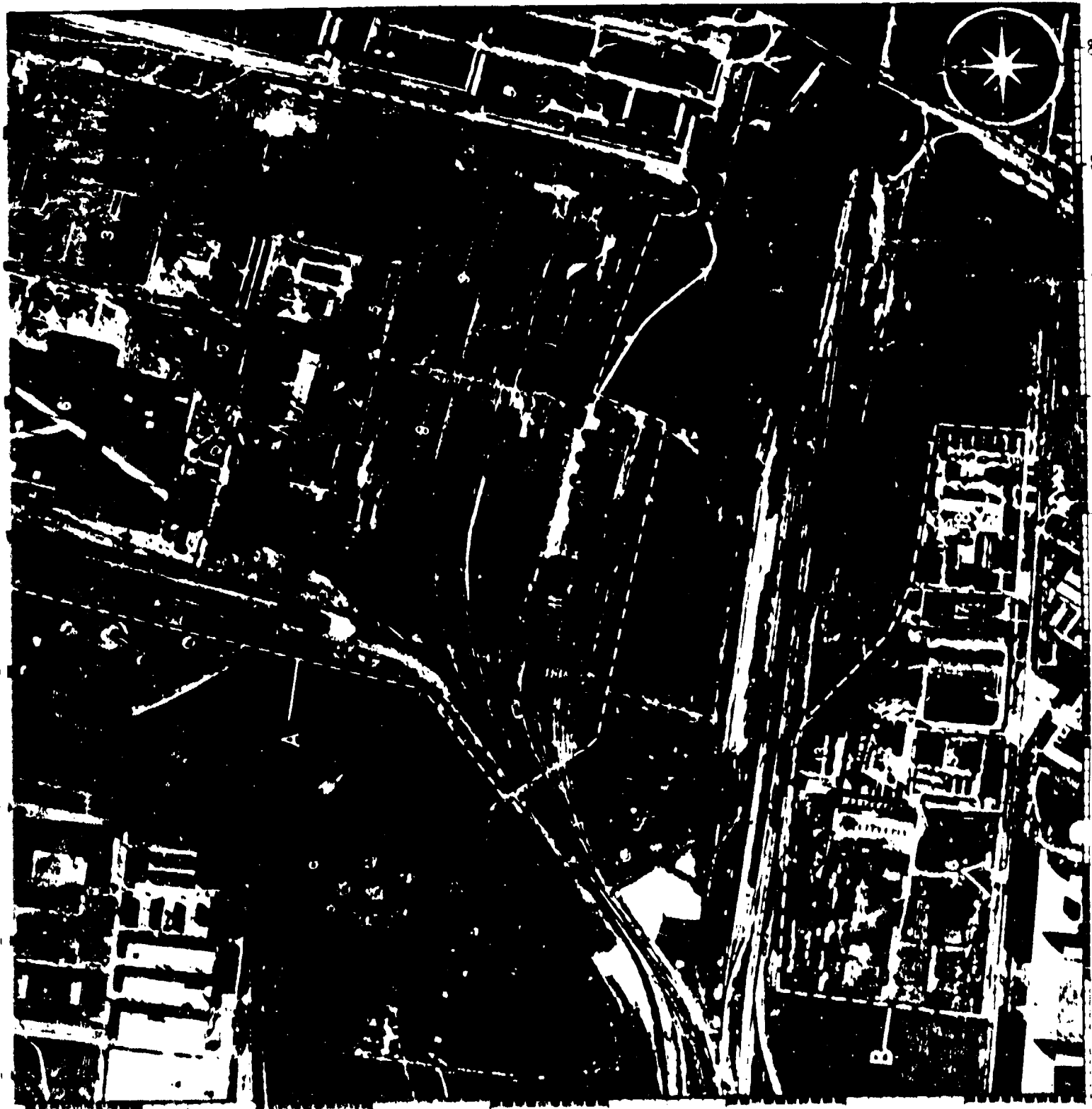
A RAILWAY WORKSHOPS

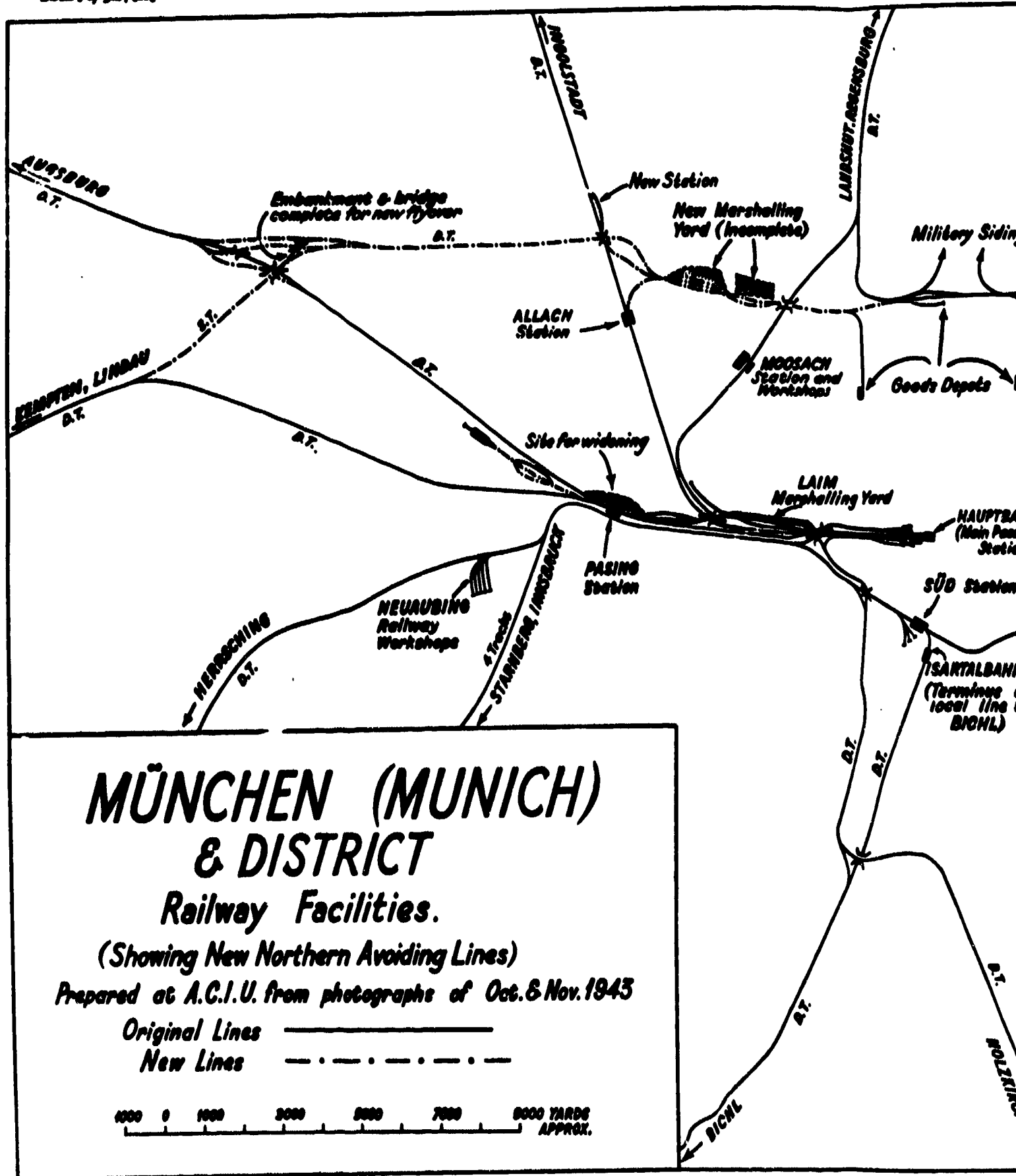
- 1. Probable Foundries.
- 3. Machine Shops.
- 6. 7. Locomotive Repair Shops.
- 8. 9. Waggon Repair Shops.
- 10. Boiler House.
- 11. Locomotive Shed.
- 12. Offices.

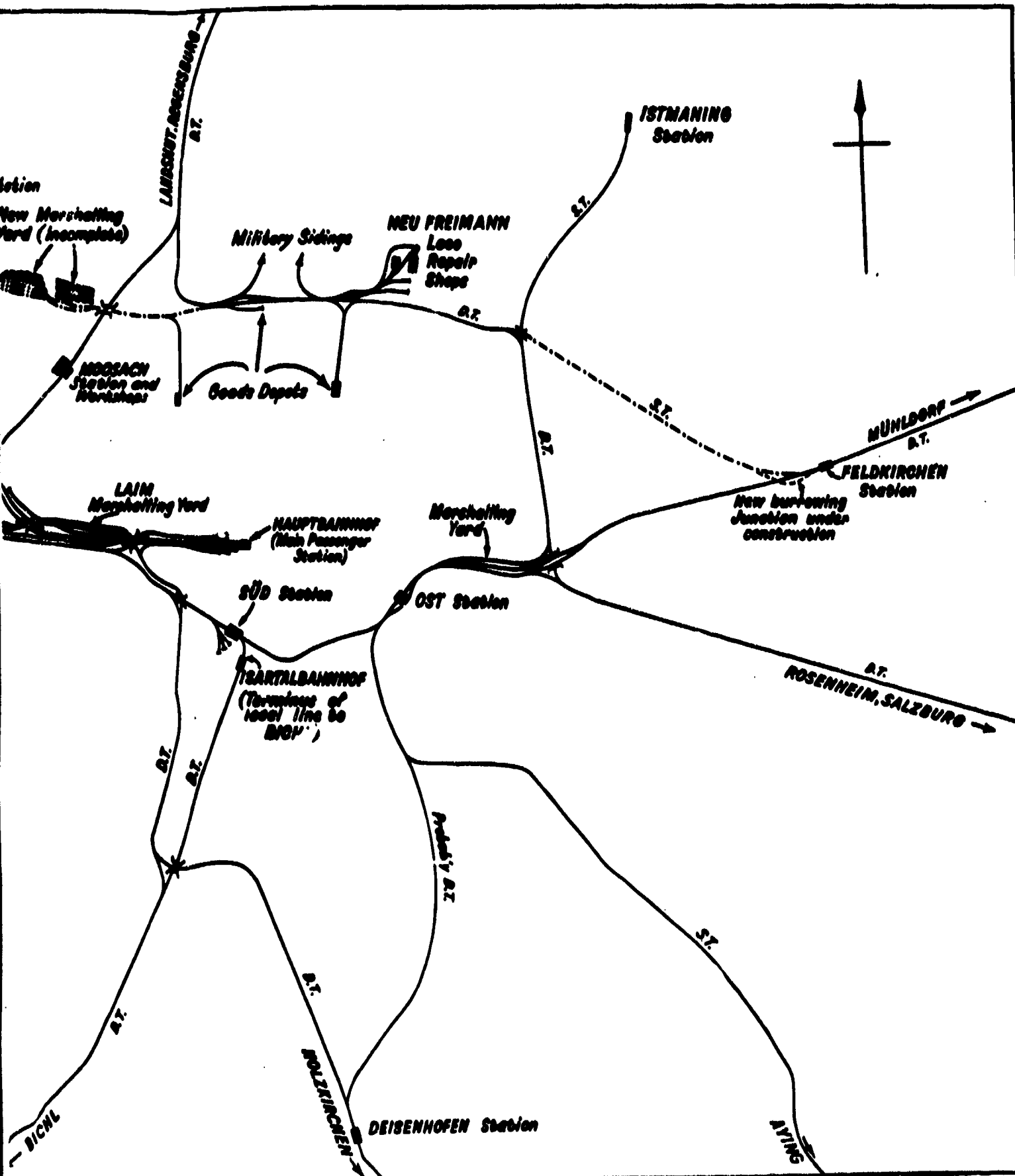
B. BAYERISCHES LEICHTMETALLWERK

- 13. Foundry.
- 14. Press Shop.
- 5. Small Machine Shops and Stores.
- 6. Offices.
- 17. Machine Shop.
- 9. Small Machine Shops and Stores.









I.S.T.D./C/317/A (RESTRICTED)

NEUNKIRCHER EISENWERK A.G.
Etc.

NEUNKIRCH
(GERMAN)



Photographed 29 April 1942

(1 : 12,000)

approx.



NEUNKIRCHER EISENWERK A.G.,
Etc.

NEUNKIRCHEN
(GERMANY)

500 1000 1500 2000 YARDS
approx. 1 MILE
(1 : 12,000) Issued March, 1944



A. BLAST FURNACES AND STEEL WORKS.

38. Ore Preparation Plant.
39. Blast Furnaces.
40. Pig Beds.
41. Blower House.
42. Gas Cleaning Plant.
43. Blower House.
44. Iron Foundry.
45. Gas Booster House
46. Rolling Mills and probably Hammer and Press Shops, etc. (Gas Fired Re-heating Furnaces
47. Gas Engine Power Station.
48. Mixing Plant.
49. Bessemer Furnaces.
50. Soaking Pits.
51. Open Hearth Shop.
52. Rolling Mills, Hammer and Press Shops, et

B. COKING PLANT.

29. Colliery.
30. Coal Blanding Bunkers.
31. Coke Ovens—3 Batteries—Total Ovens, 14
32. Old Coke Ovens—out of action.
33. Exhauster House and Sulphate Plant
34. Benzole Plant.
35. Benzole Scrubbers.
36. Coke Stockyard.
37. Tar Distillation Plant.

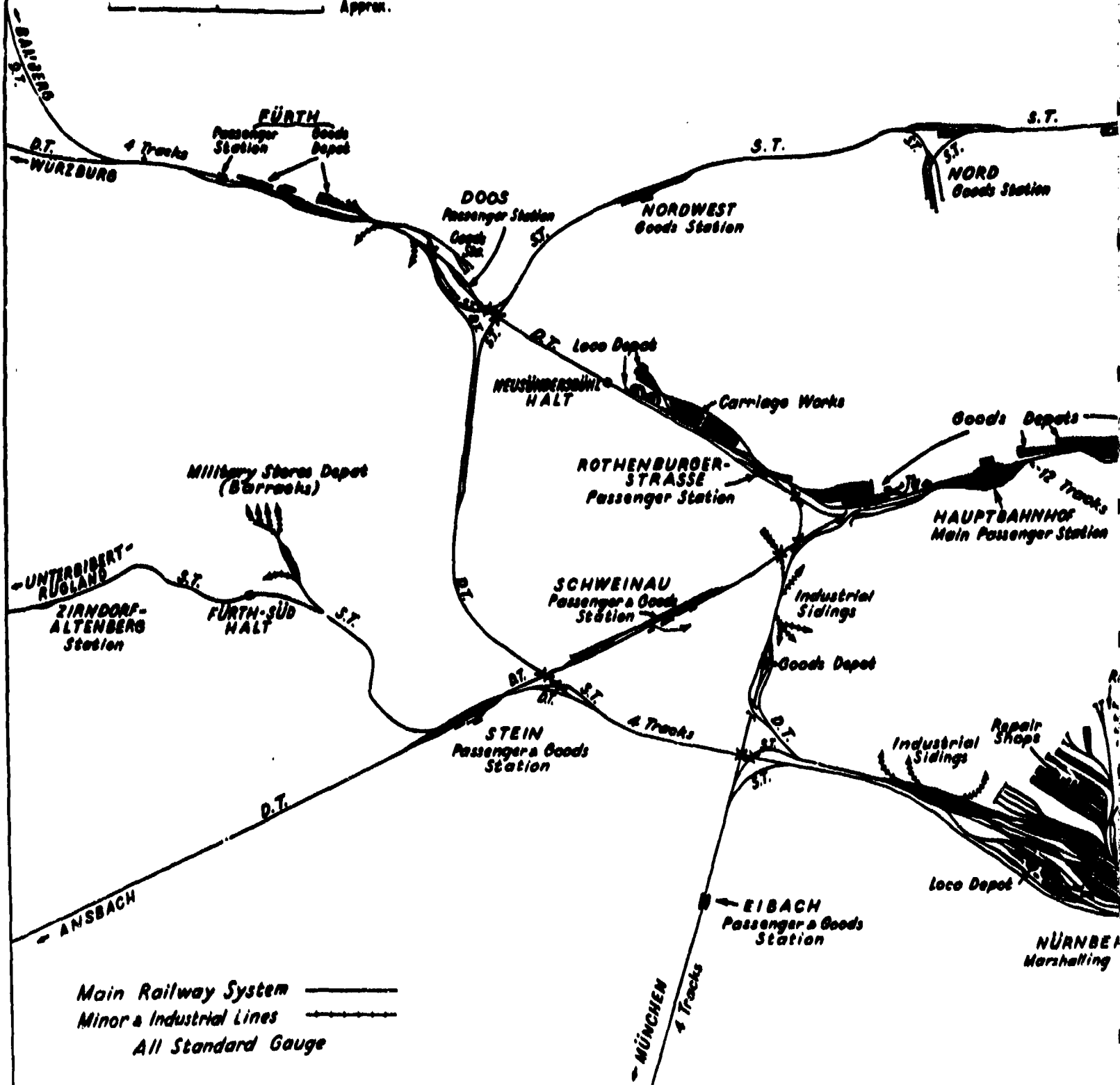
C. RAILWAY MARSHALLING YARD.

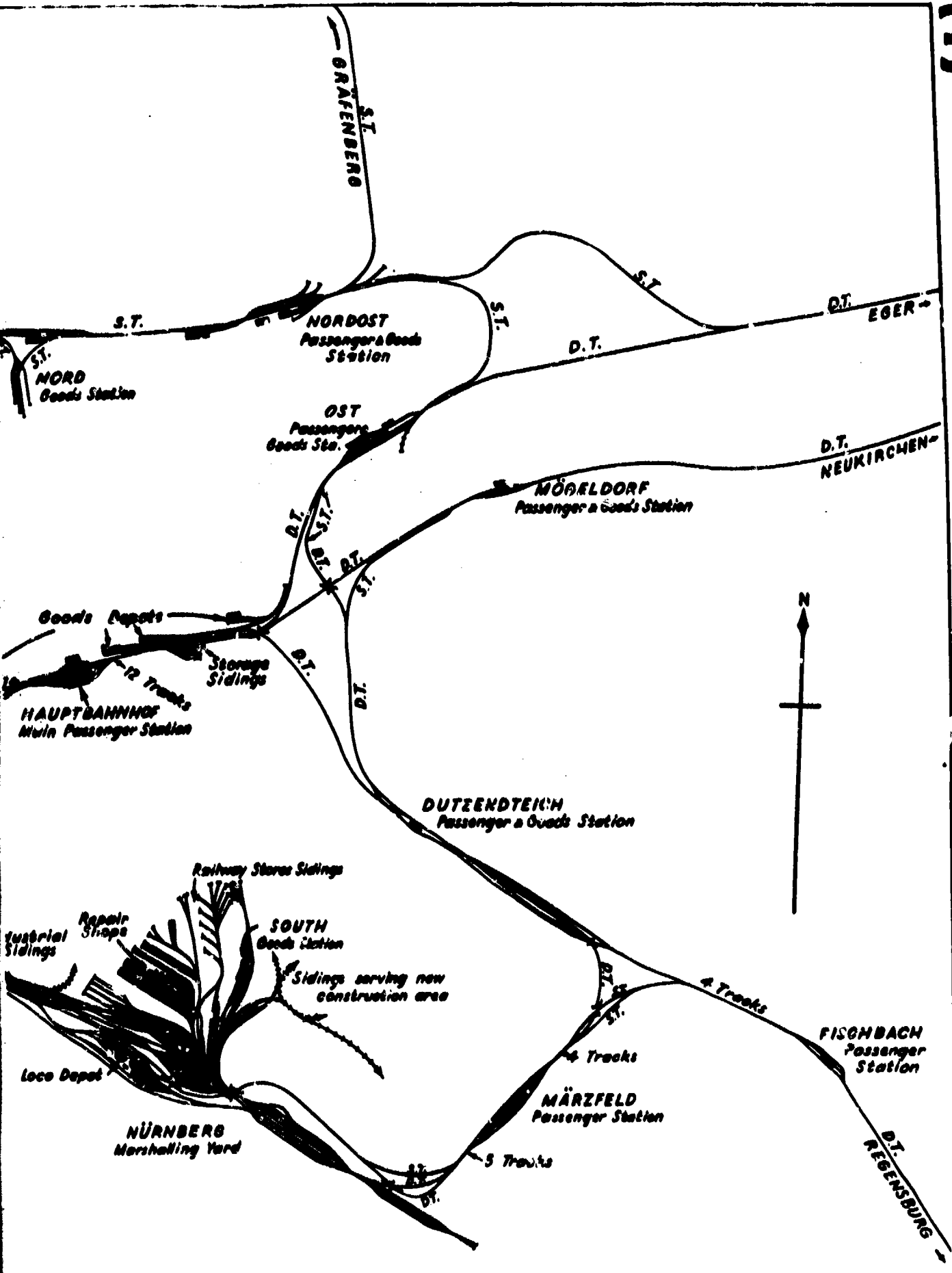
1. Reception Sidings of Western Yard.
2. Reception Sidings of Eastern Yard.
3. Sorting Sidings of Western Yard (a) Ent (b) Exit.
4. Sorting Sidings of Northern Yard (a) Ent (b) Exit.
5. Sorting Sidings of Eastern Yard (a) Ent (b) Exit.
6. Storage Sidings.
- 7, 8. Locomotive Depots.
9. Wagon Repair Shops.
10. Goods Depot.
11. Passenger Stations.
- 12-14. Road over Rail Bridges.
- 15-20. Rail over Road Bridges.
21. Rail over Rail Bridge.
- 22, 23. Rail over River Bridges.
- 24, 25. Burrowing Junctions.
26. Carriage Sidings.
27. Junctions at West End of Yard.
28. Junctions at East End of Yard.

NÜRNBERG

Produced at C.I.U. from
Photographs up to Feb. 1944

0 1000 2000 YARDS
Approx.





RAILWAY MARSHALLING YARD,
Etc.

NÜRNBERG or N.
(GERMANY)



A. RAILWAY MARSHALLING YARD.

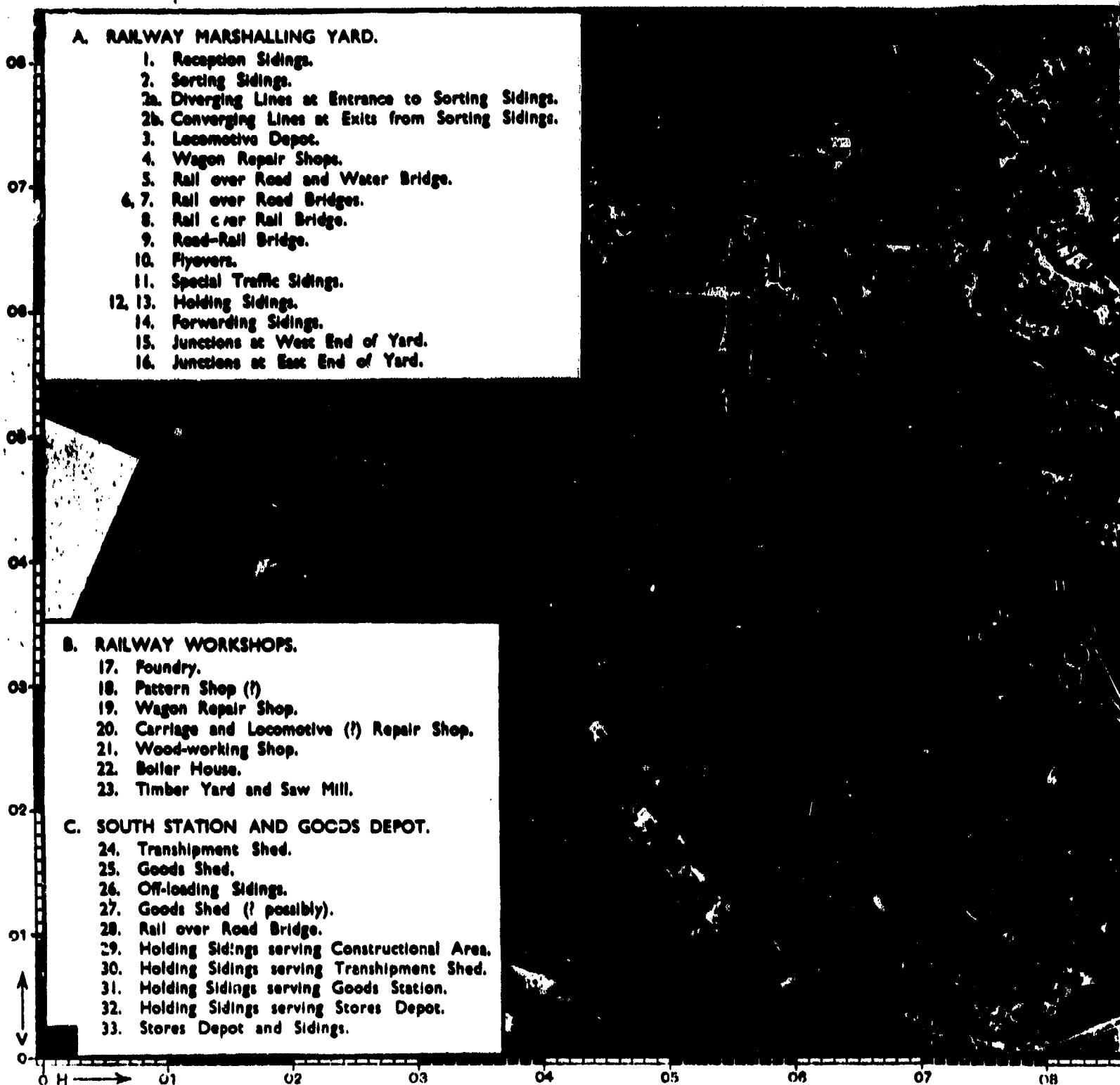
1. Reception Sidings.
2. Sorting Sidings.
- 2a. Diverging Lines at Entrance to Sorting Sidings.
- 2b. Converging Lines at Exits from Sorting Sidings.
3. Locomotive Depot.
4. Wagon Repair Shops.
5. Rail over Road and Water Bridge.
- 6, 7. Rail over Road Bridges.
8. Rail over Rail Bridge.
9. Road-Rail Bridge.
10. Flyovers.
11. Special Traffic Sidings.
- 12, 13. Holding Sidings.
14. Forwarding Sidings.
15. Junctions at West End of Yard.
16. Junctions at East End of Yard.

B. RAILWAY WORKSHOPS.

17. Foundry.
18. Pattern Shop (?)
19. Wagon Repair Shop.
20. Carriage and Locomotive (?) Repair Shop.
21. Wood-working Shop.
22. Boiler House.
23. Timber Yard and Saw Mill.

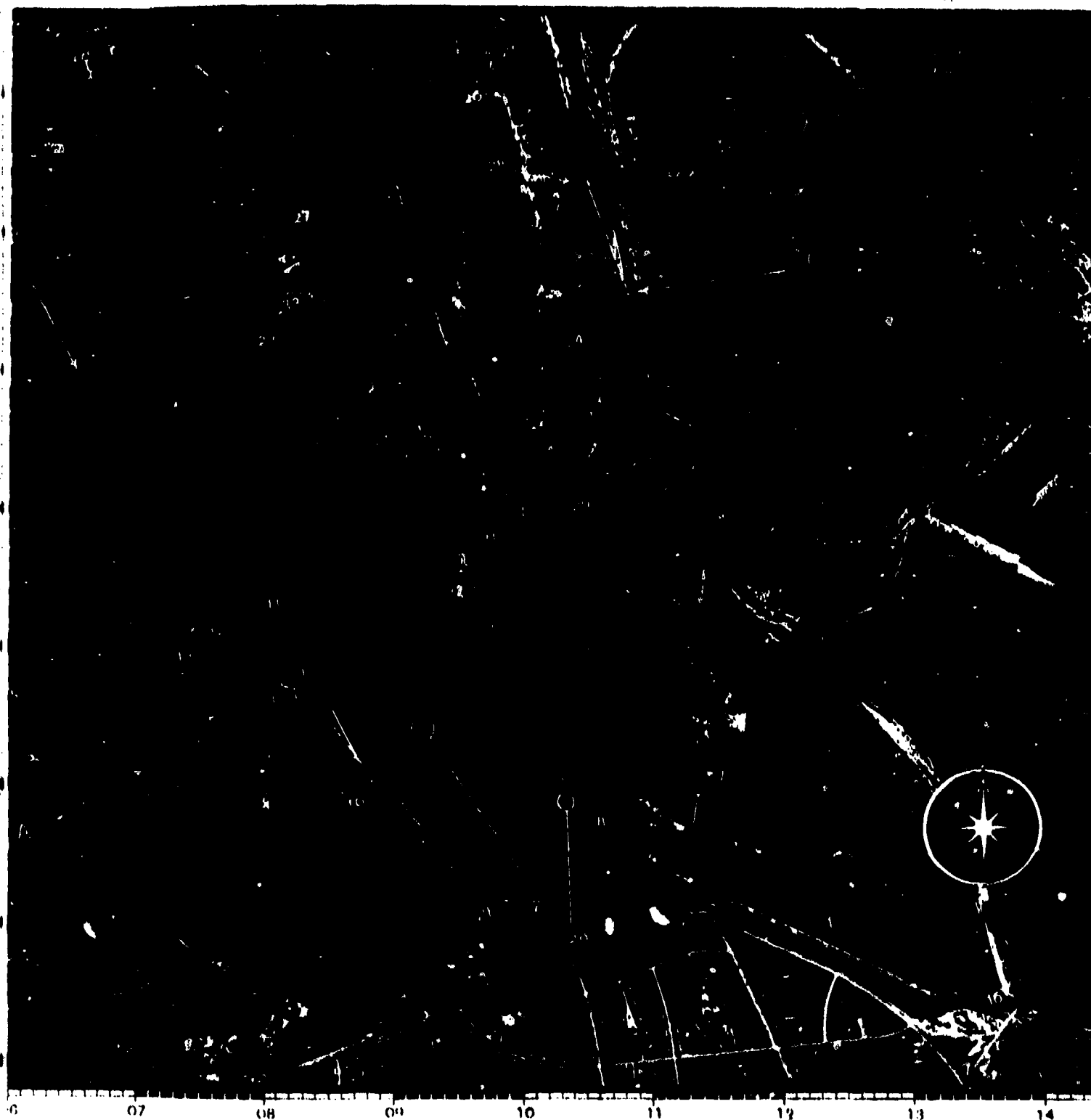
C. SOUTH STATION AND GOODS DEPOT.

24. Transhipment Shed.
25. Goods Shed.
26. Off-loading Sidings.
27. Goods Shed (? possibly).
28. Rail over Road Bridge.
29. Holding Sidings serving Constructional Area.
30. Holding Sidings serving Transhipment Shed.
31. Holding Sidings serving Goods Station.
32. Holding Sidings serving Stores Depot.
33. Stores Depot and Sidings.



LING YARD, - NÜRNBERG or NUREMBERG
(GERMANY)

1000 1500 2000 YARDS
approx. 1 MILE
(1:12,000) Issued April 1944



0 07 08 09 10 11 12 13 14

I.S.T.D./C/317/A (RESTRICTED)

MAIN RAILWAY STATION
AND GOODS YARD

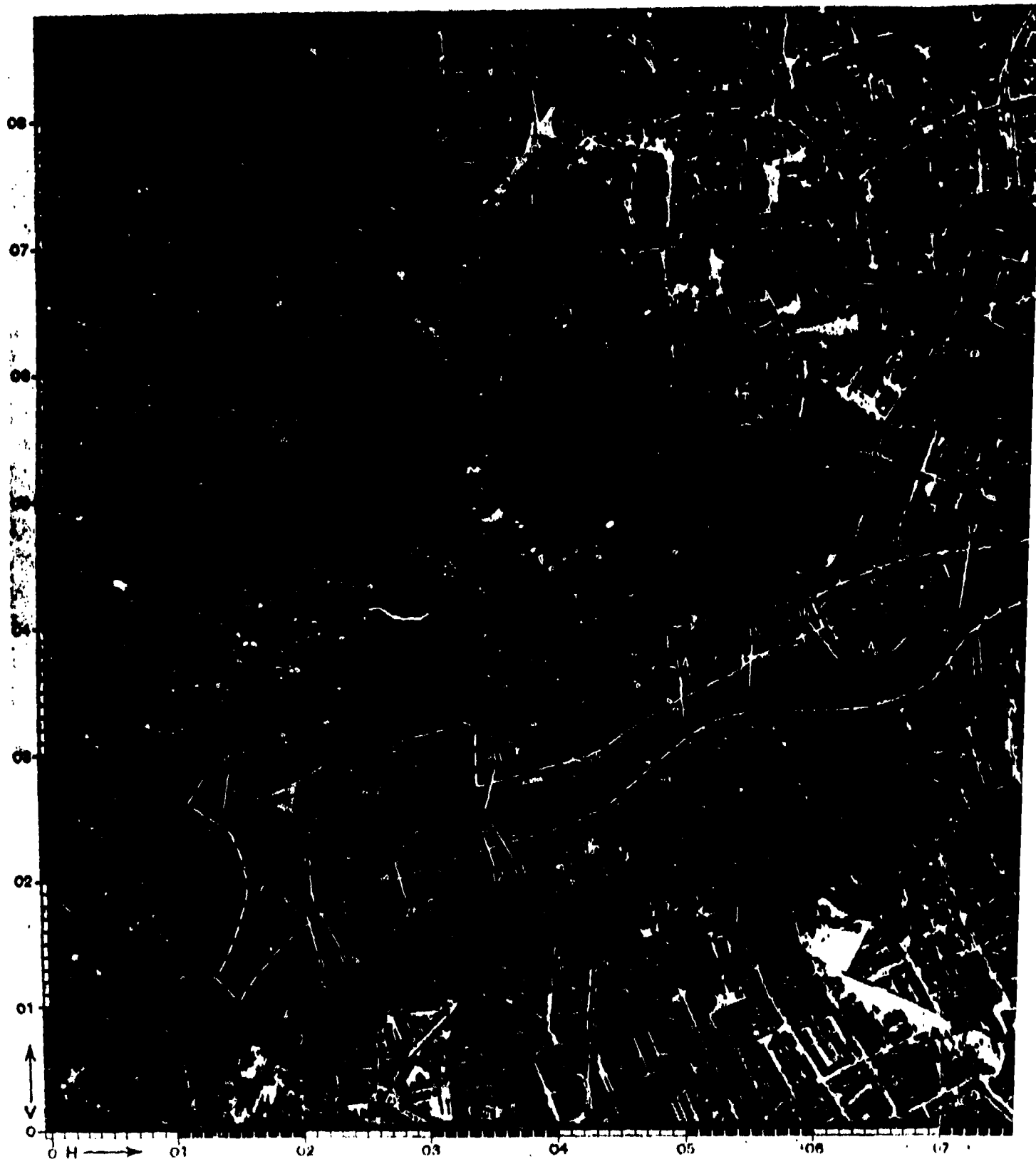
NUMBER
(

0 500 1000

Photographed 11 September 1942

(1:12,000)

ap



RAILWAY STATION
GOODS YARD

NURNBERG or NUREMBERG
(GERMANY)

PLAN 34 B

1000

1500

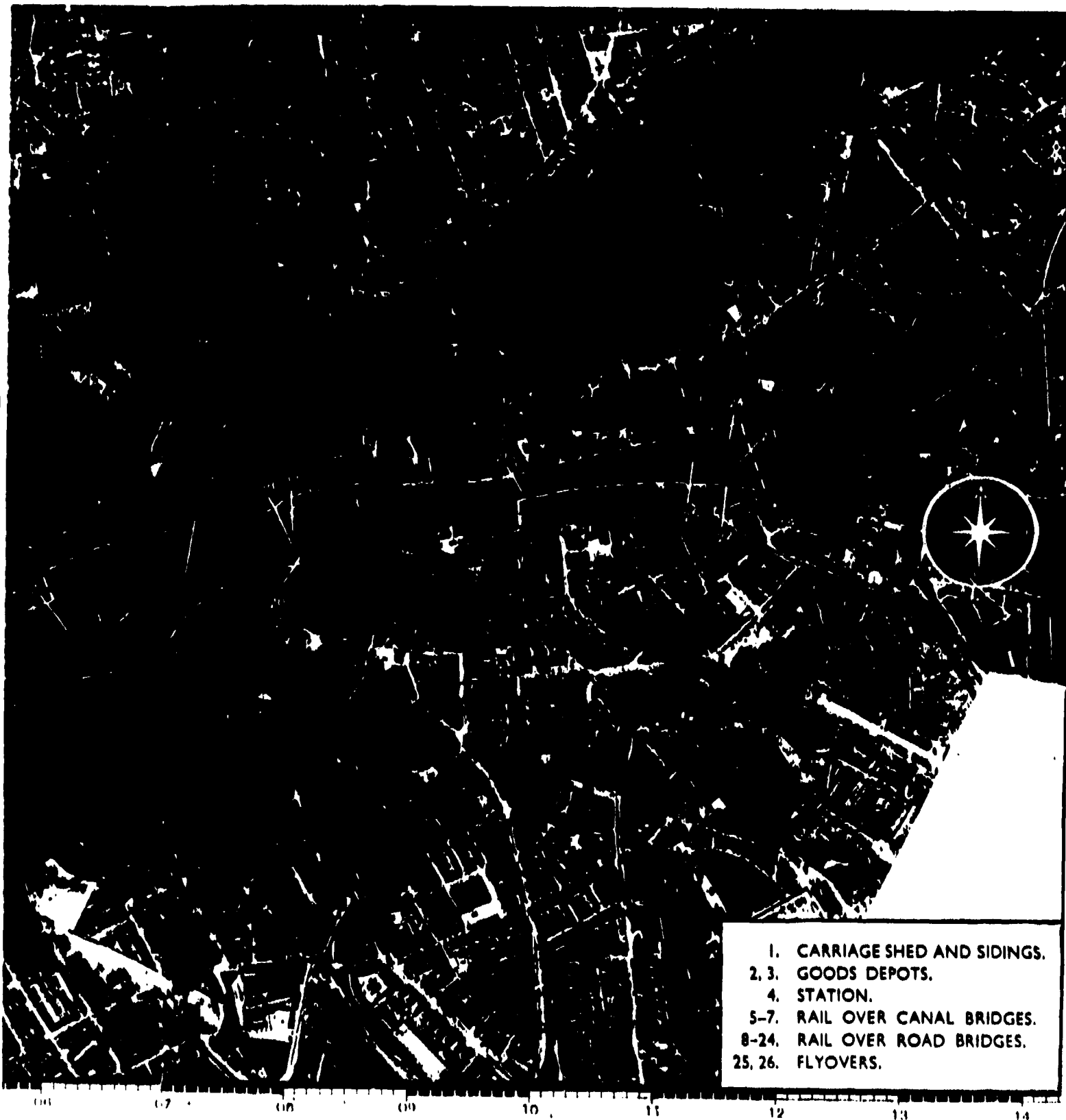
2000 YARDS

(1:12,000)

approx.

1 MILE

Issued April 1944

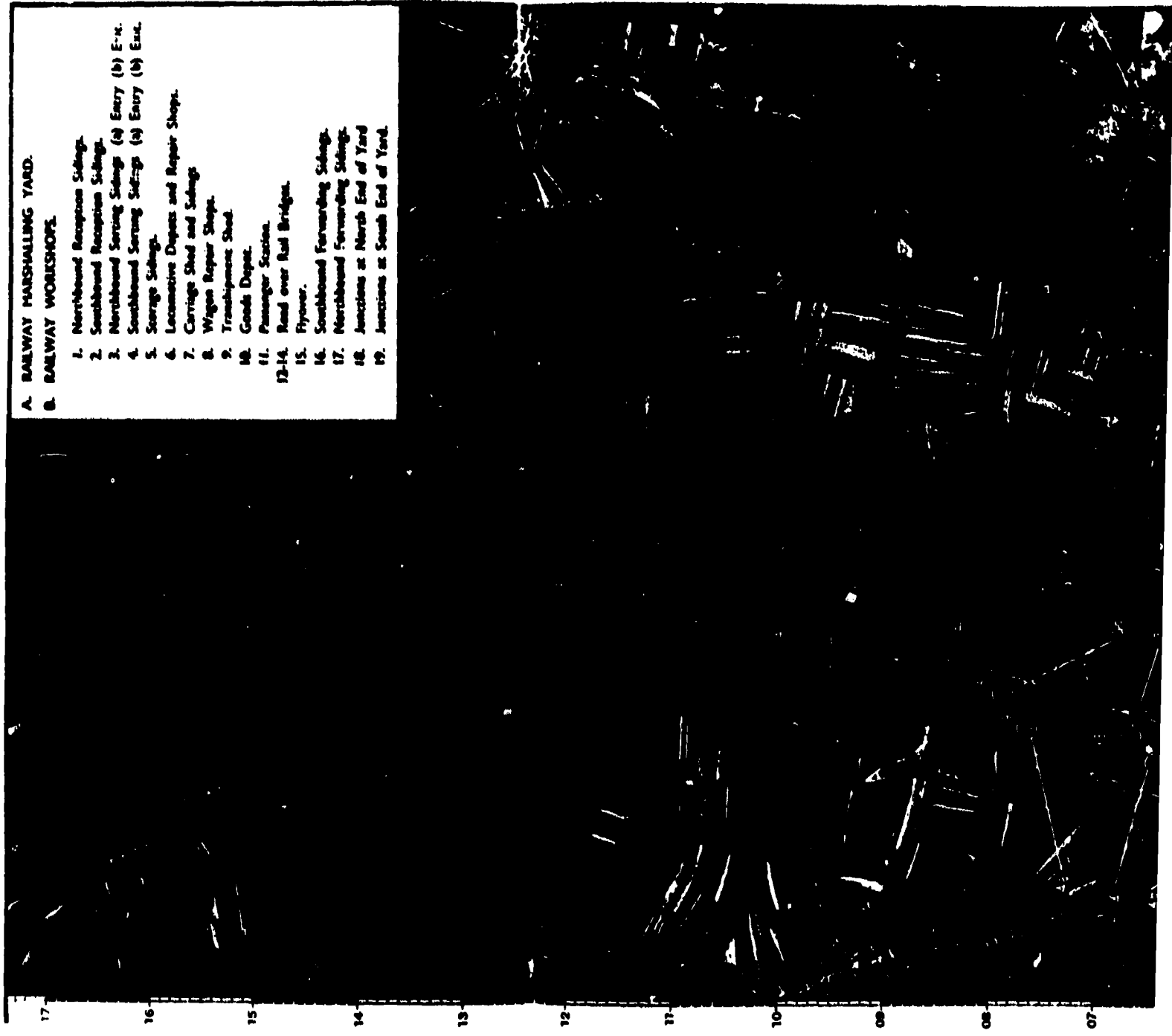


1. CARRIAGE SHED AND SIDINGS.
- 2, 3. GOODS DEPOTS.
4. STATION.
- 5-7. RAIL OVER CANAL BRIDGES.
- 8-24. RAIL OVER ROAD BRIDGES.
- 25, 26. FLYOVERS.

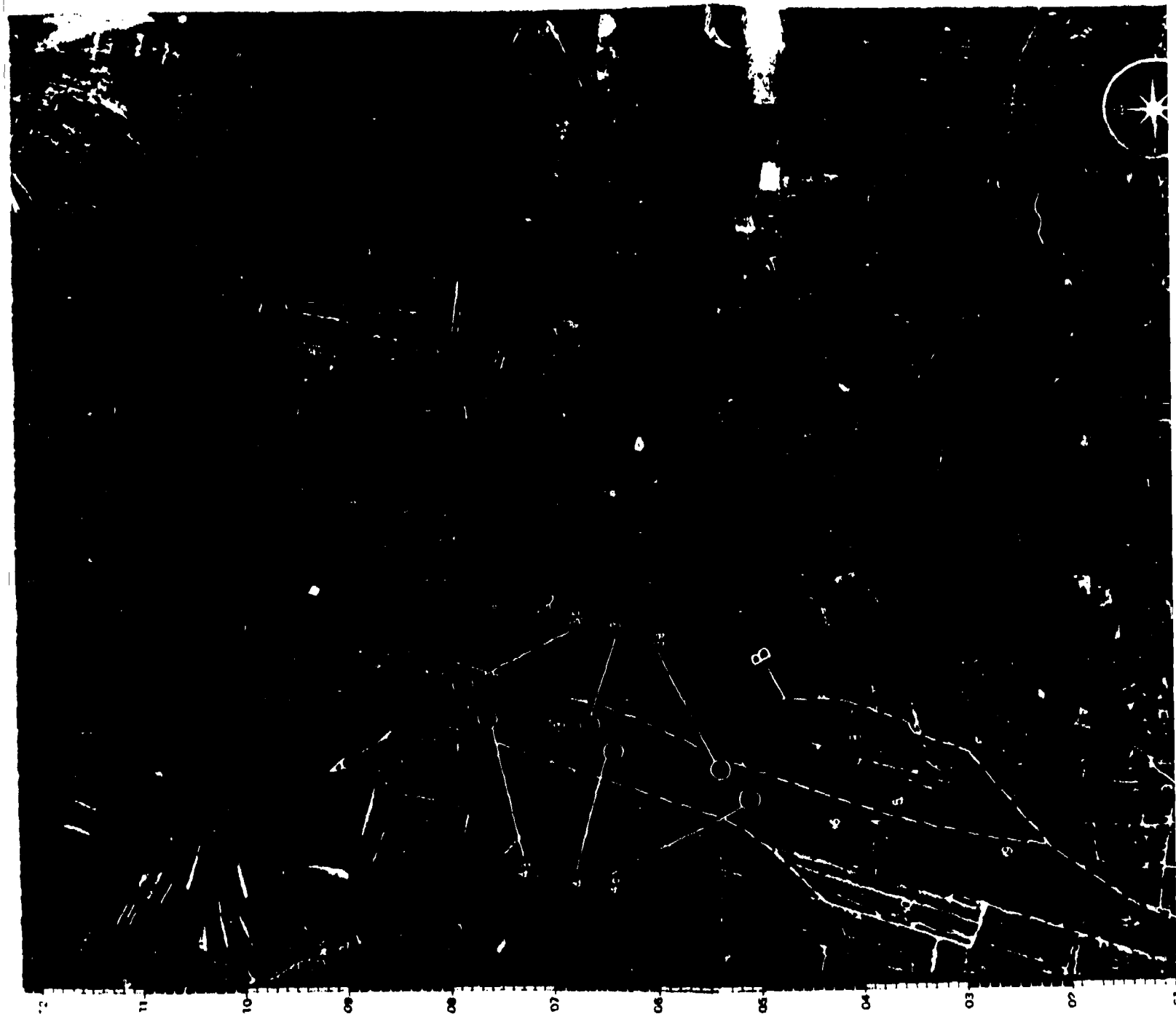
A. RAILWAY MARSHALLING YARD.

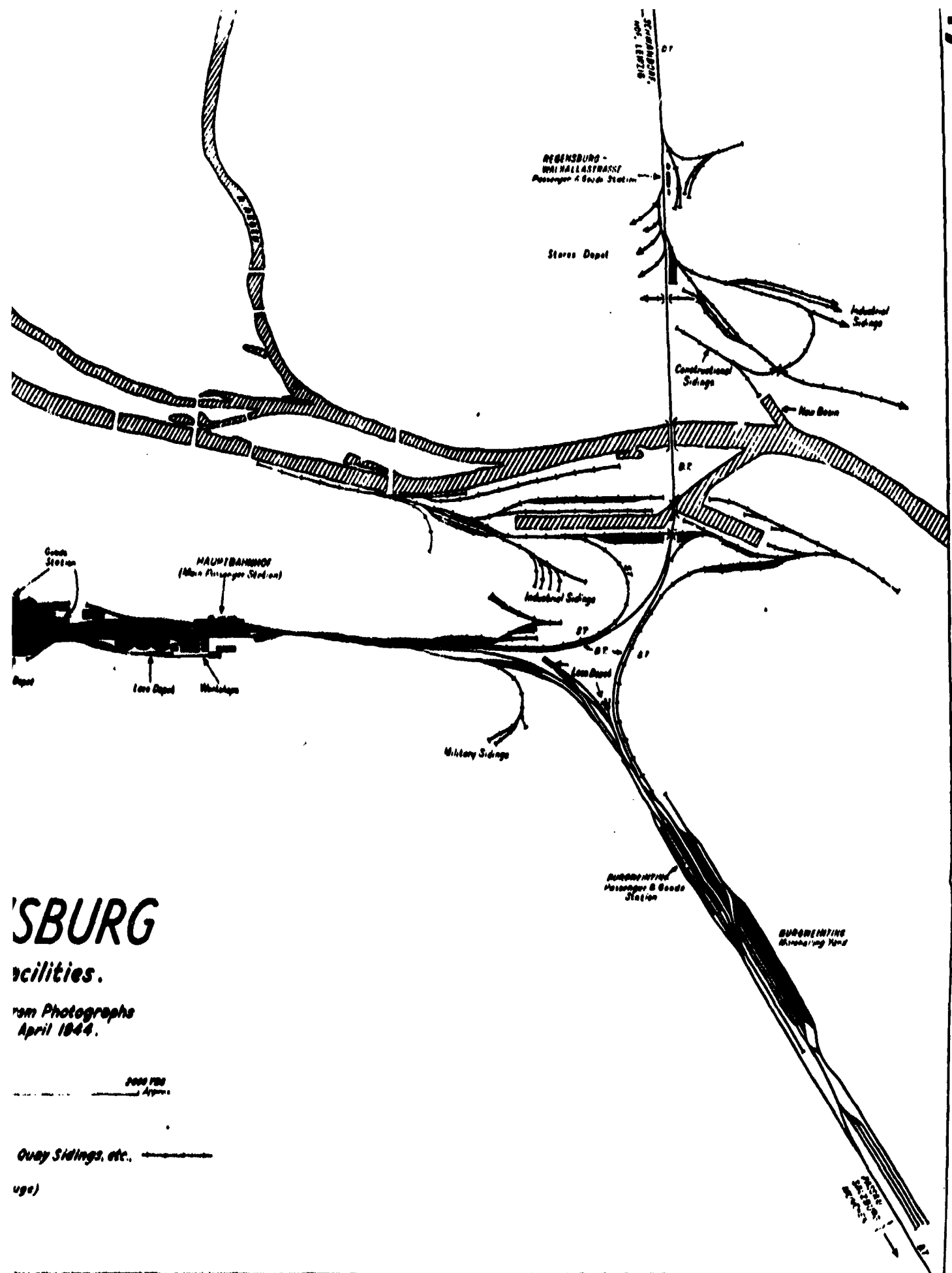
B. RAILWAY WORKSHOPS.

1. Northbound Reception Sidings.
2. Southbound Reception Sidings.
3. Northbound Sorting Sidings (a) Entry (b) Exit.
4. Southbound Sorting Sidings (a) Entry (b) Exit.
5. Storage Sidings.
6. Locomotive Depots and Repair Shops.
7. Carriage Shed and Sidings.
8. Wagon Repair Shops.
9. Transhipment Shed.
10. Goods Depot.
11. Passenger Station.
- 12-14. Road over Rail Bridge.
15. Flyover.
16. Southbound Forwarding Sidings.
17. Northbound Forwarding Sidings.
18. Junctions at North End of Yard.
19. Junctions at South End of Yard.



17
16
15
14
13
12
11
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08
08
07





REGENSBURG

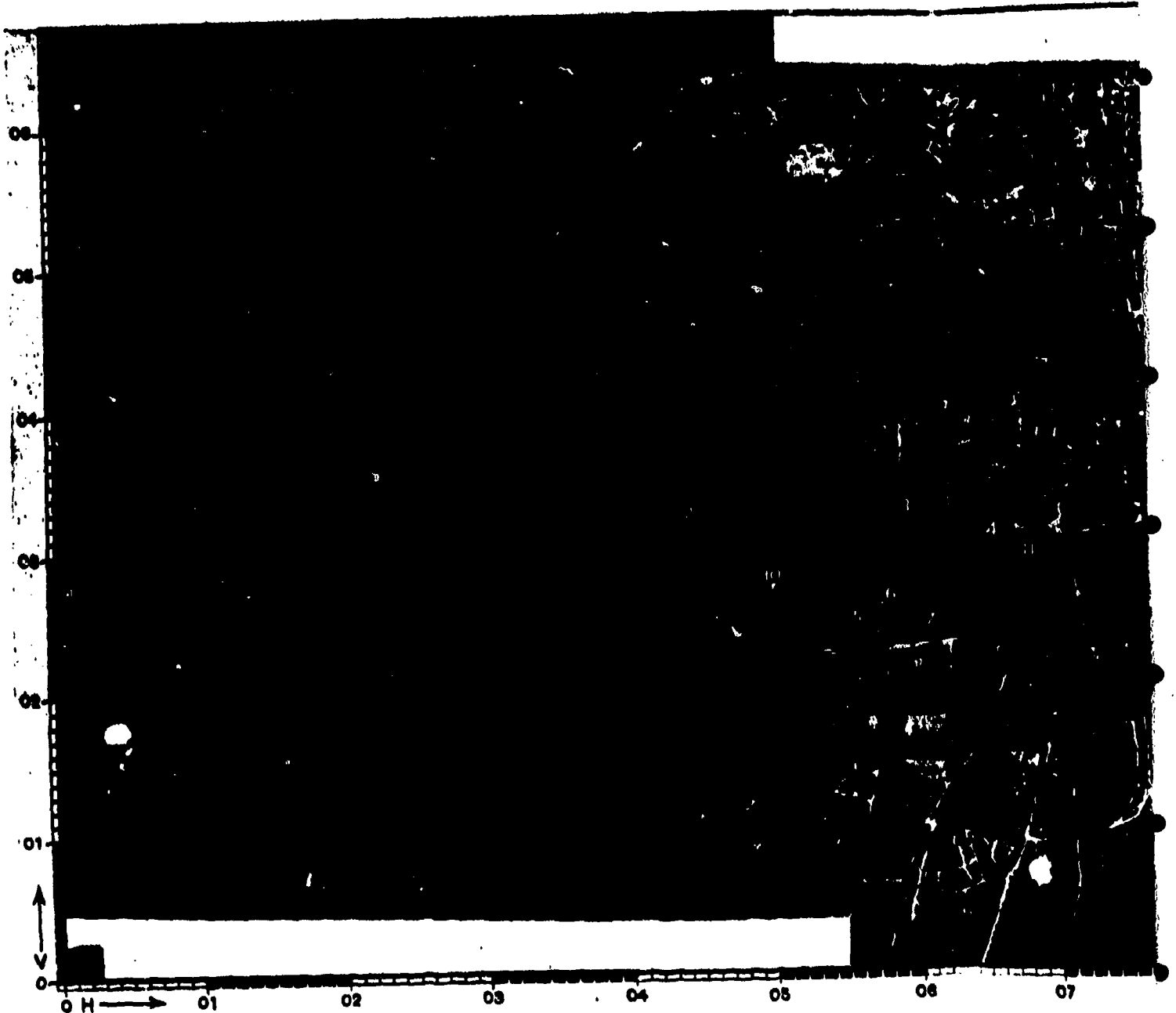
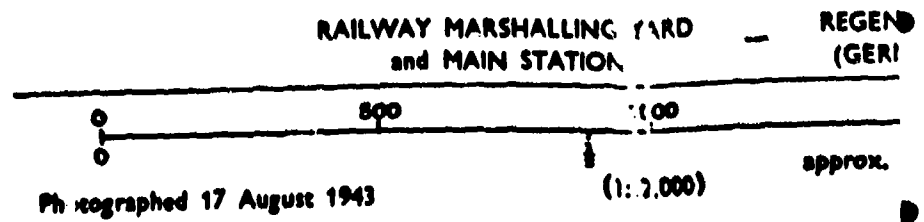
Facilities.

from Photographs
April 1944.

2000 Feet
Approx

Quay Sidings, etc.,

Usage)



- | | | |
|-------------------------|-------------------------------|-------------------|
| 1. RECEPTION SIDINGS. | 5. ENGINE SHED. | 7. ENGINE SHEDS. |
| 2. PERMANENT WAY DEPOT. | 6. COAL STOCK. | 8. SORTING SIDING |
| 3. GOODS YARD. | 7. RECTANGULAR ENGINE SHED. | 1. FORWARDING |
| 4. GOODS SHEDS. | 8. PASSENGER STORAGE SIDINGS. | 2. CARRIAGE & W |

ARSHALLING YARD
MAIN STATION

REGENSBURG
(GERMANY)

1000

1800

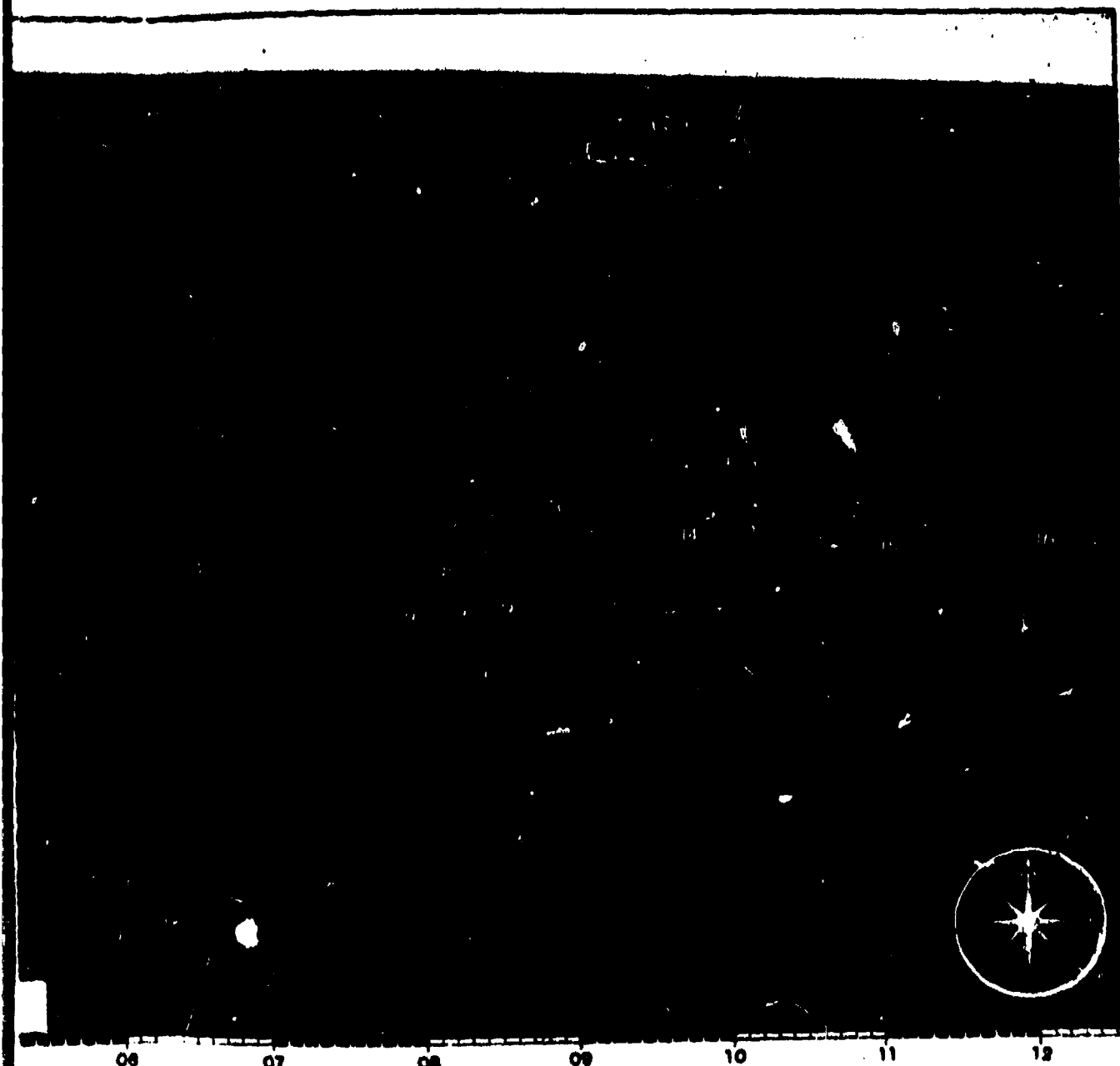
2000 YARDS

(1:2,000)

approx.

1 MILE

Issued December 1943



06

07

08

09

10

11

12

2. ENGINE SHEDS.

3. SORTING SIDINGS.

1. FORWARDING SIDINGS.

2. CARRIAGE & WAGON REPAIRS.

13. AREA ADMINISTRATIVE OFFICES.

14. MAIN STATION.

15. STERNBERG ST.

16. LANDSHUTER ST.

ENGINE SHED.

ENGINE SIDINGS.

Produced at C.I.U. from photographs of 4.7.43. (Sartie Q/792) with corrections from photographs of 24.2.44 (Sartie 4/423)

0 1000 2000 YDS.
App. run
Map No. 37468 R

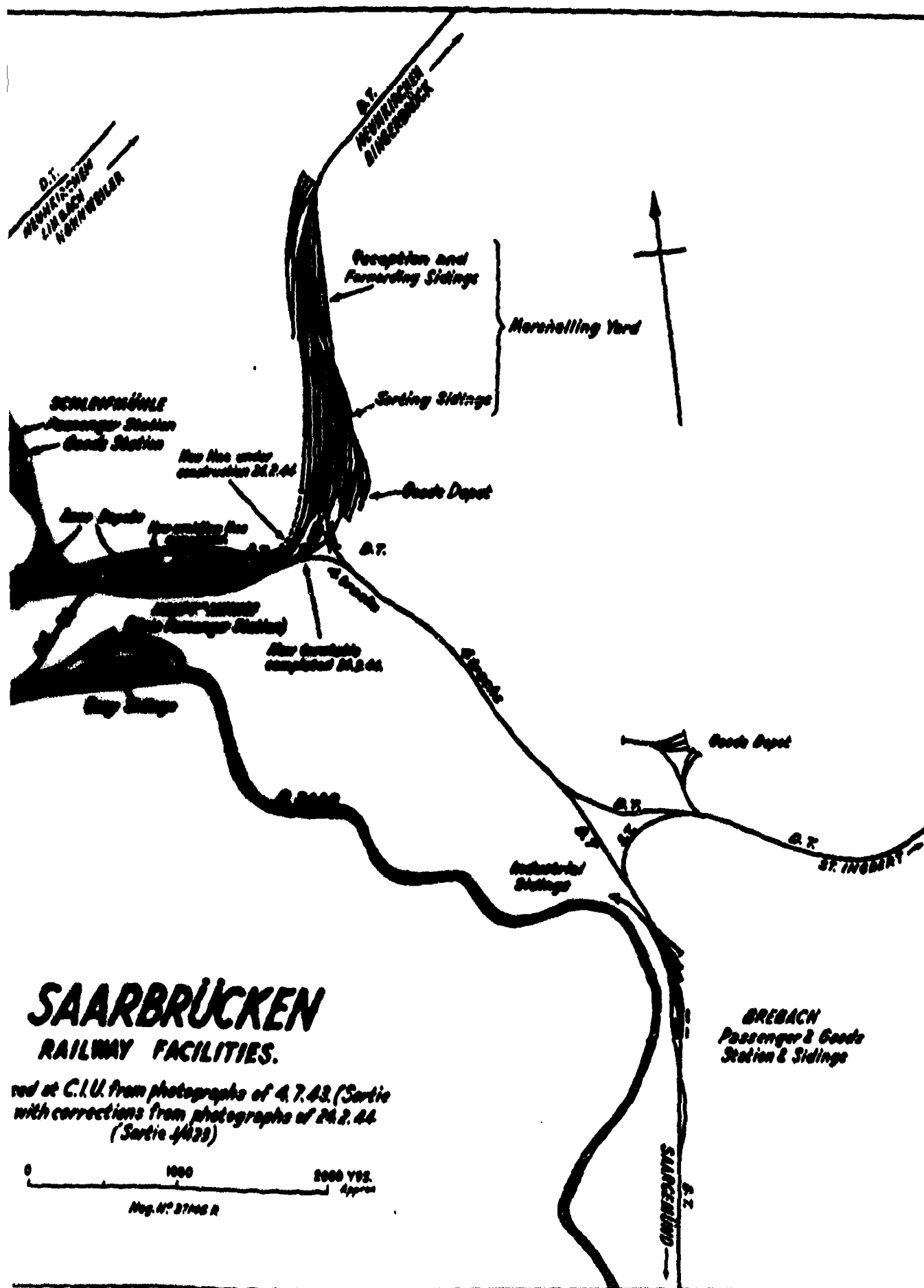
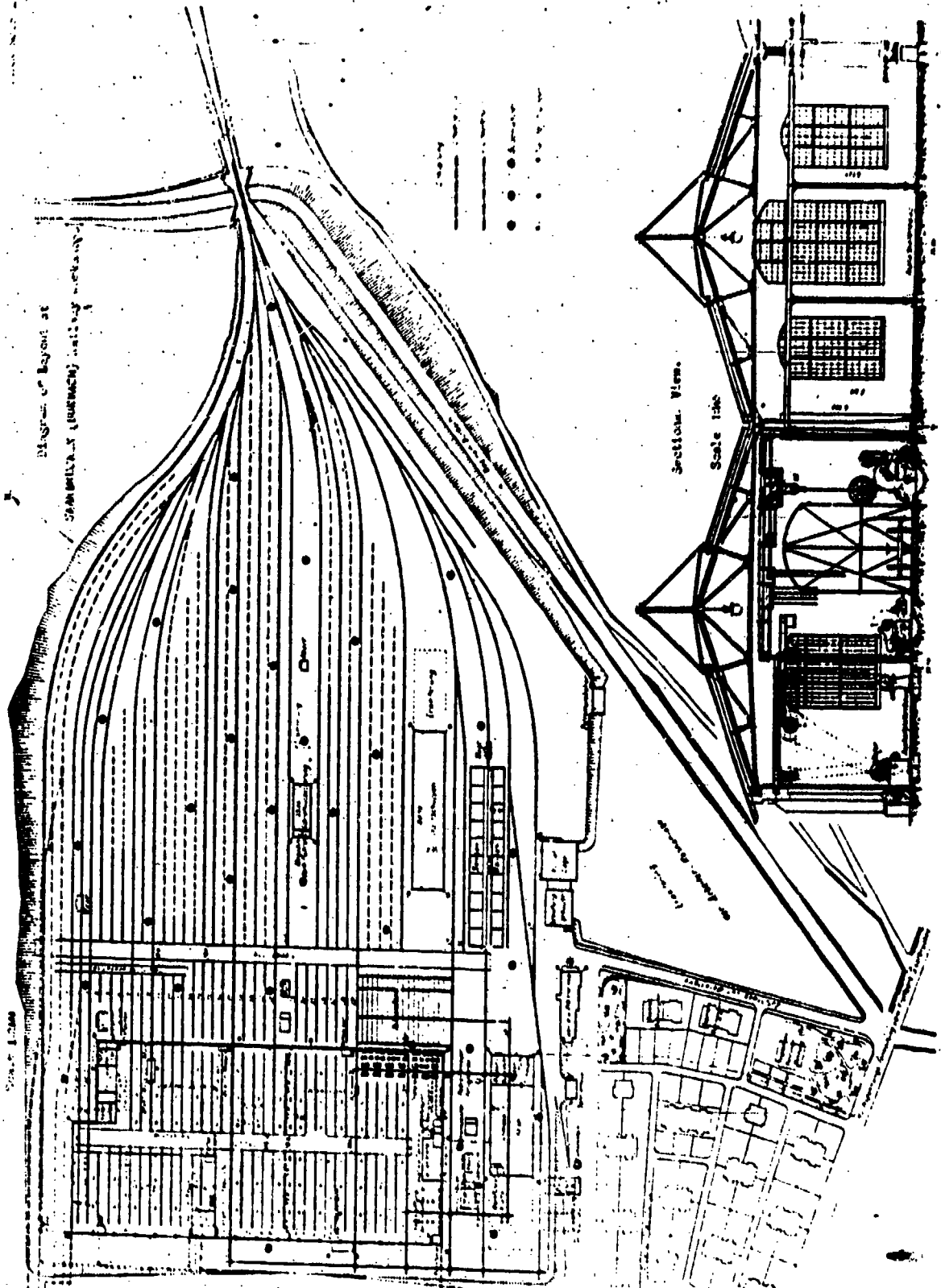
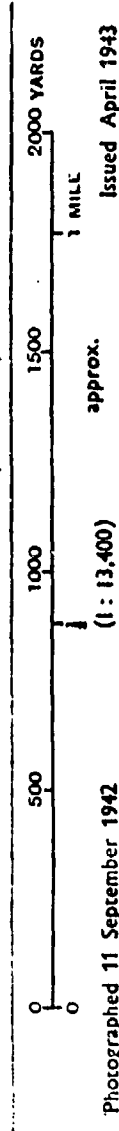


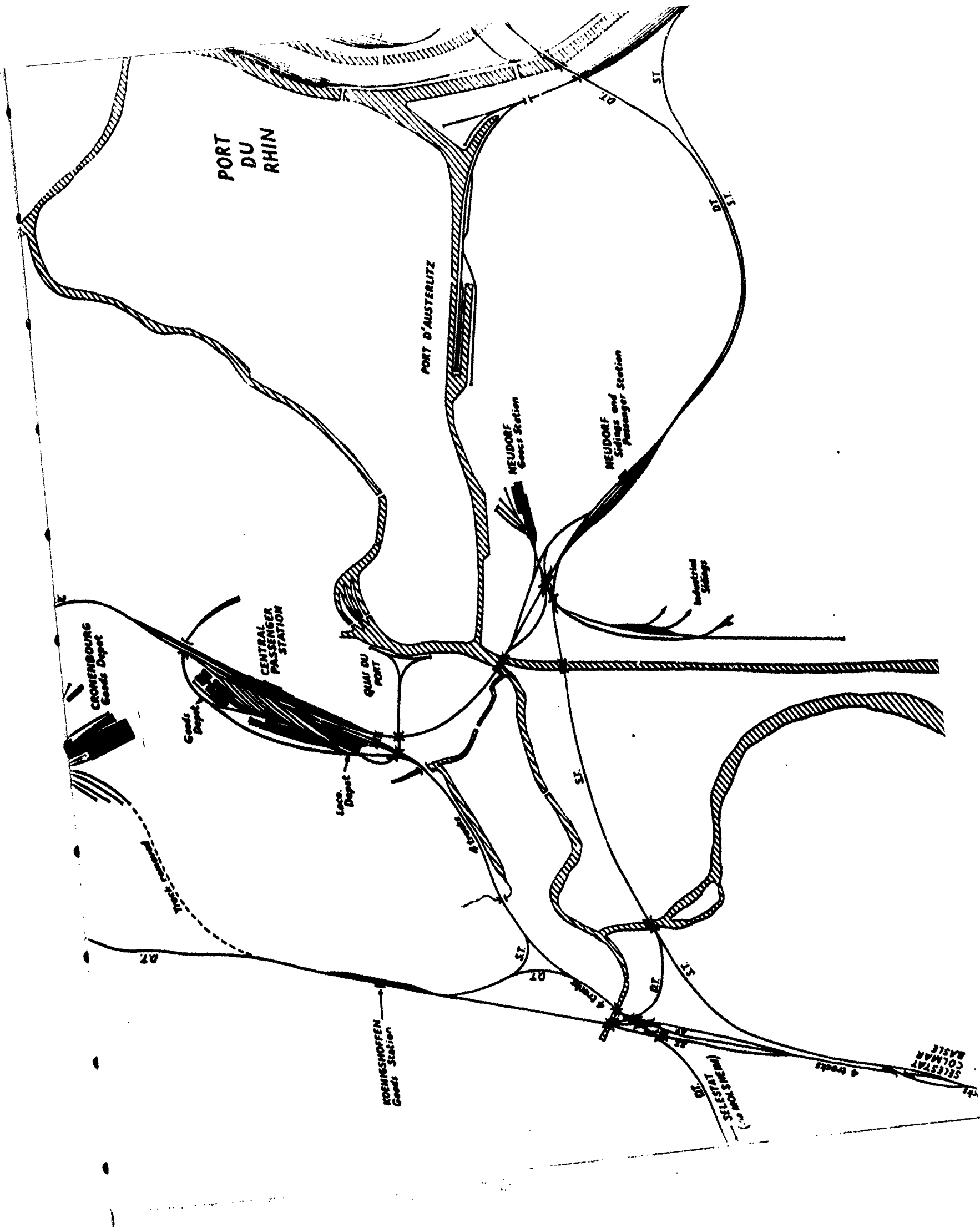
Diagram of Bayonet at

SPAINBURY, N. H. (HARRIS) Railway Station

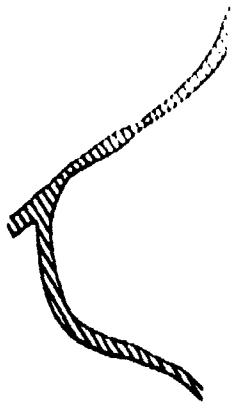
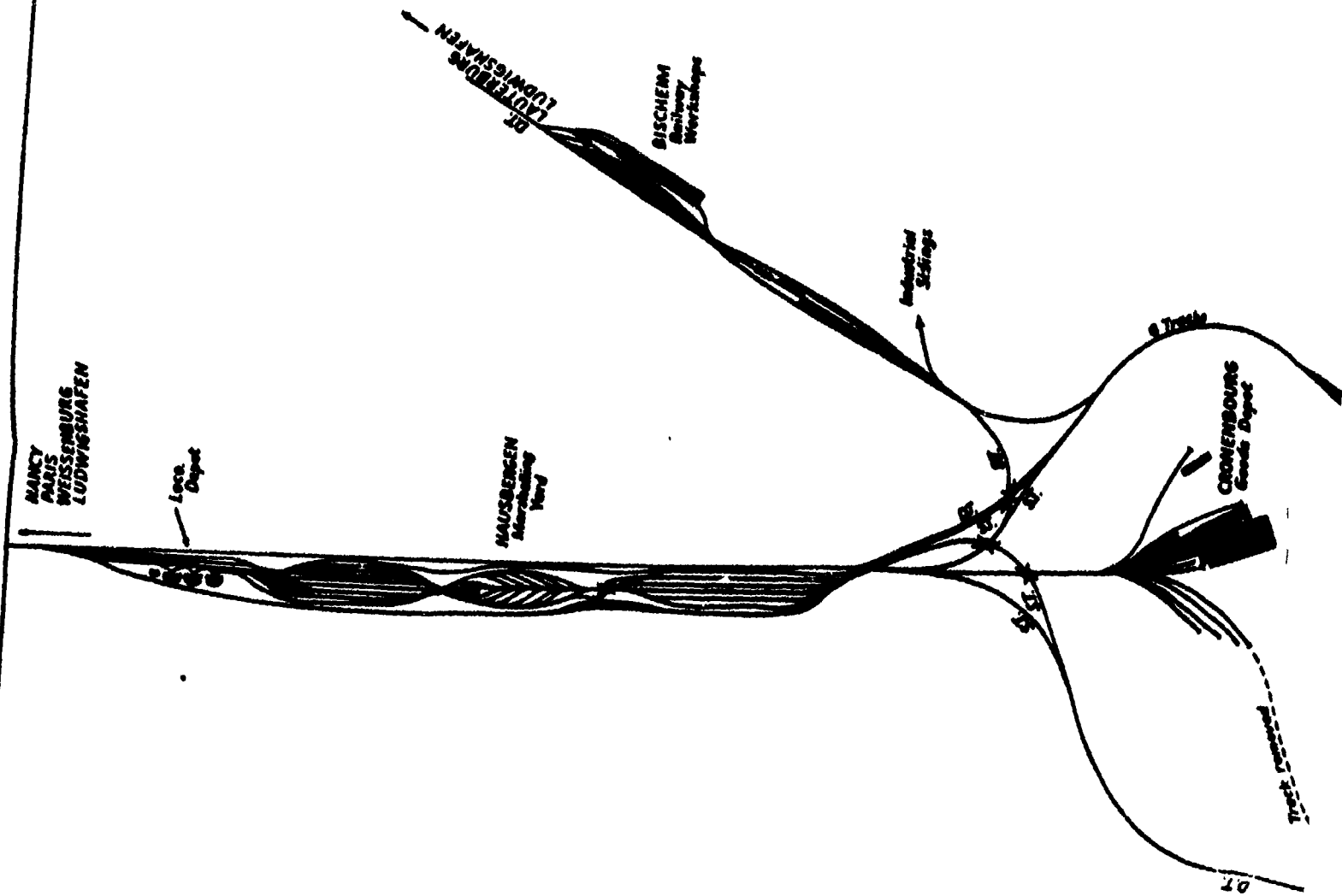


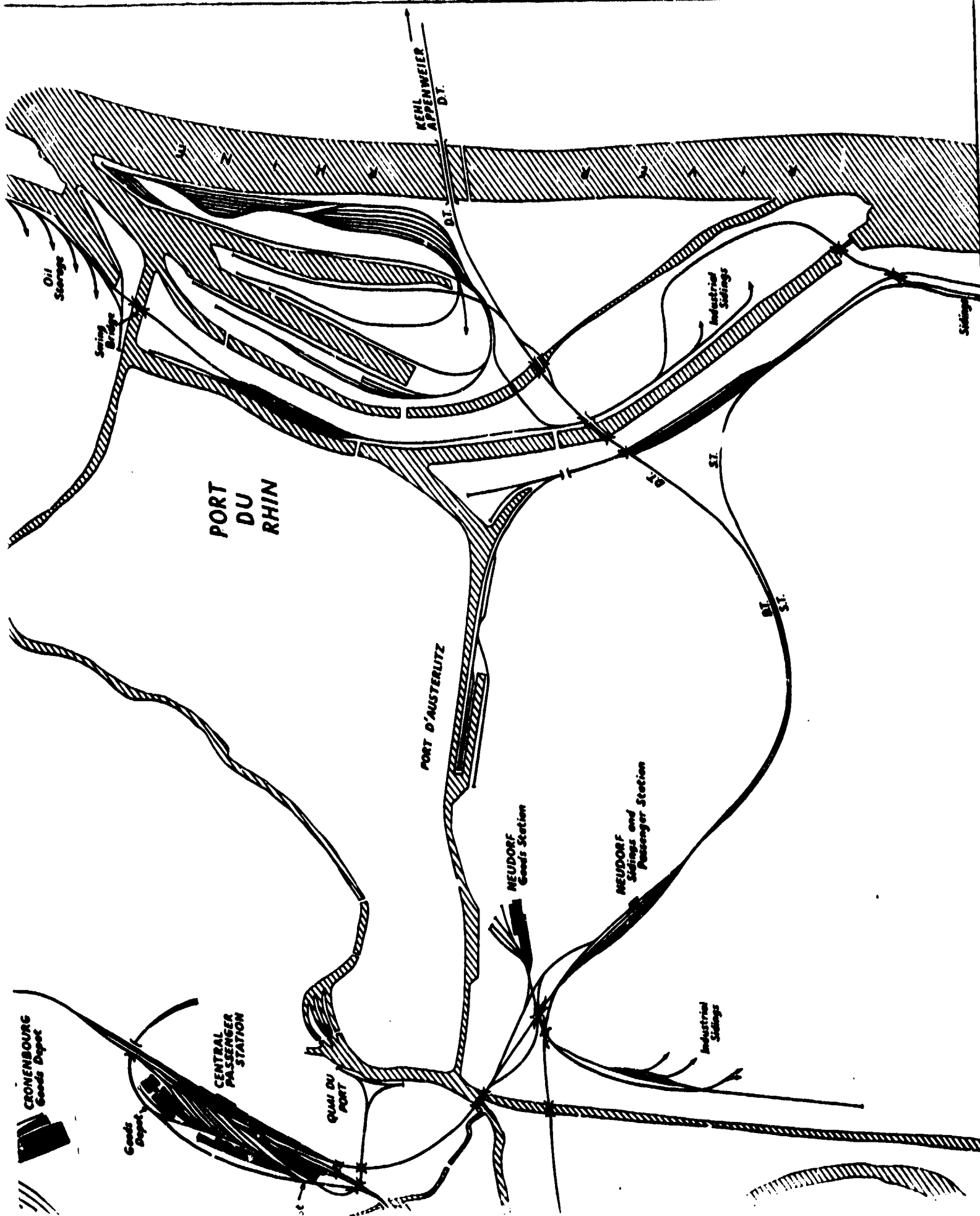
RAILWAY TRAFFIC — SAARBRÜCKEN
CENTRE (GERMANY)





STRASBURG
Railway
Produced at C.I.U.
of 1942





MANEY
PAUL
BRUNSWICK
LUBRICANTS

Long
Depot

MAISONNEUX
Automotive
Parts

MAISONNEUX
Automotive
Parts

BOCHER
Automotive
Parts

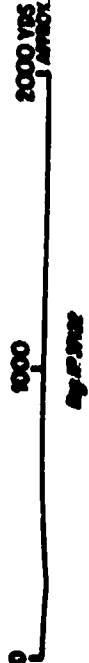
Industrial
Storage

CROWNSBURG
Goods Depot

STRASBOURG

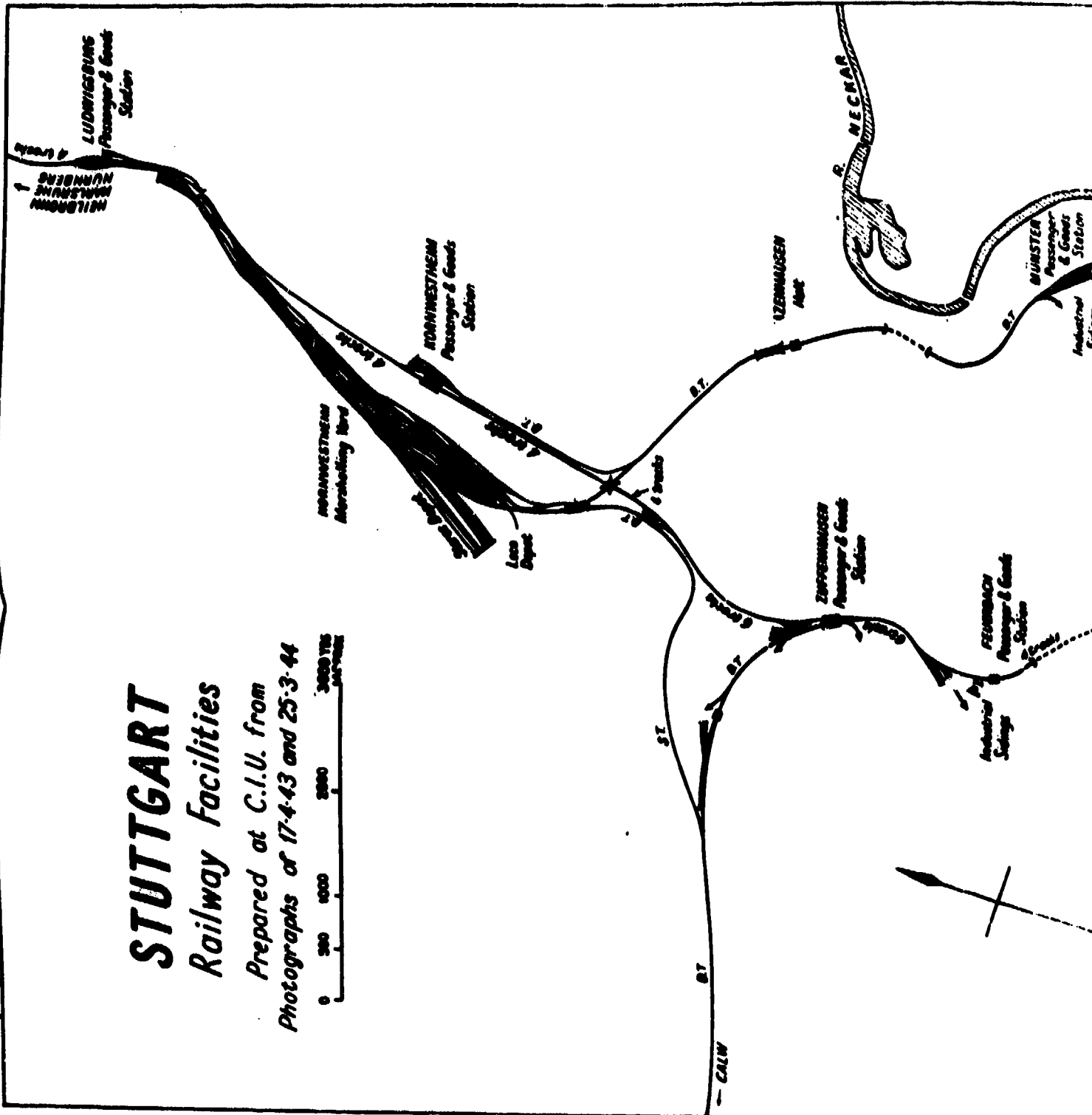
Railway Facilities

Produced at C.I.U. from photographs
of 1942 and 1943



Oil
Storage

*Prepared at C.I.U. from
Photographs of 17-4-43 and 25-3-44*



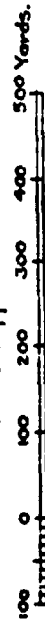


STUTTGART - Hauptbahnhof

1. Passenger Station

2. Goods Station

Scale (Approx.)





STUTT GART-Loch Depot etc.

- 1. Loch Depot
- 2. Post Office Station
- 3 & 4. Carriage Sidings

Scale (Approx)

0 100 200 300 400 500
Feet



STUTTGART - Bad-Cannstatt

1. Passenger Station.
2. Goods Depot.
3. Railway Workshops.

Scale (Approx)

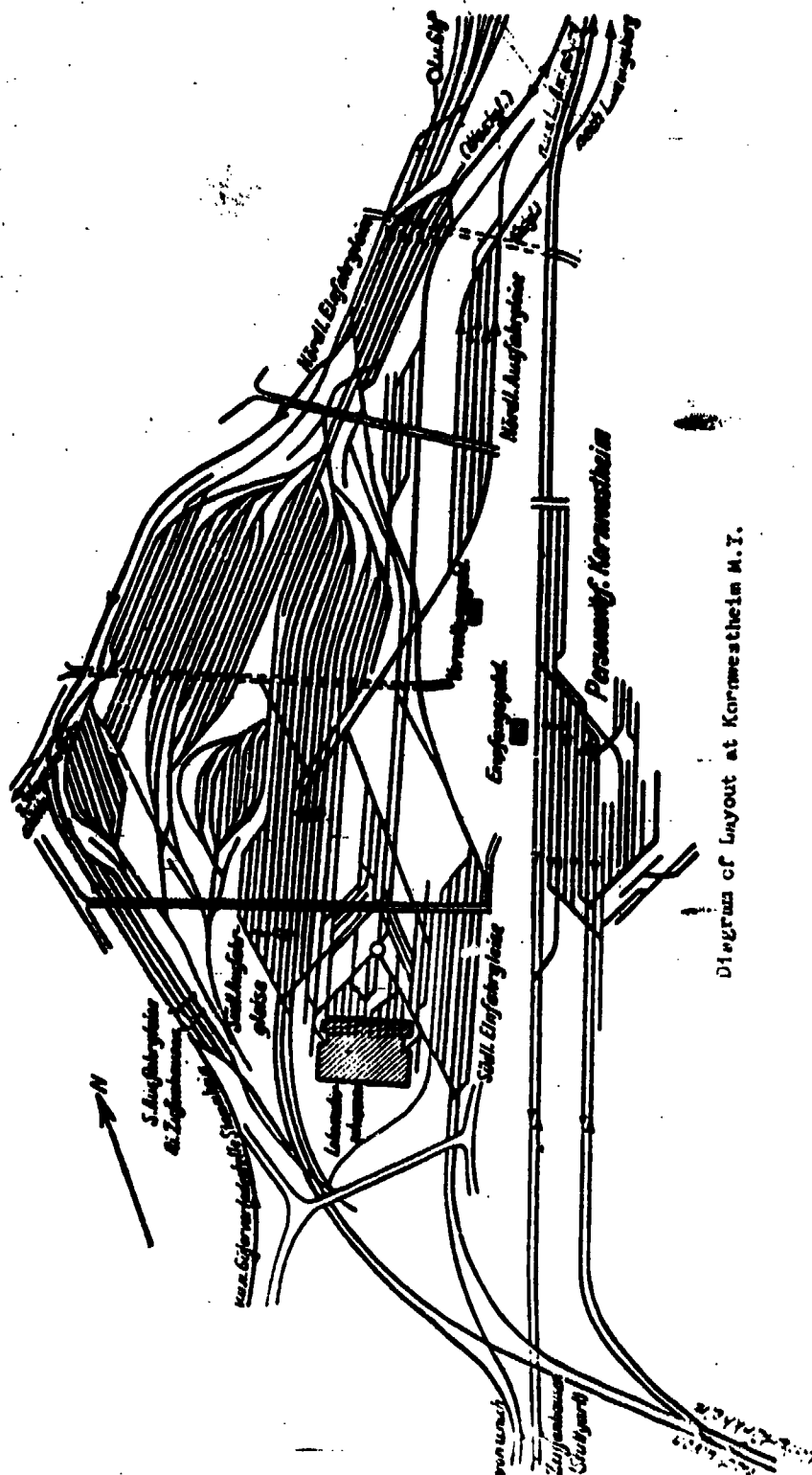
100 0 100 200 300 400 500 Yards.

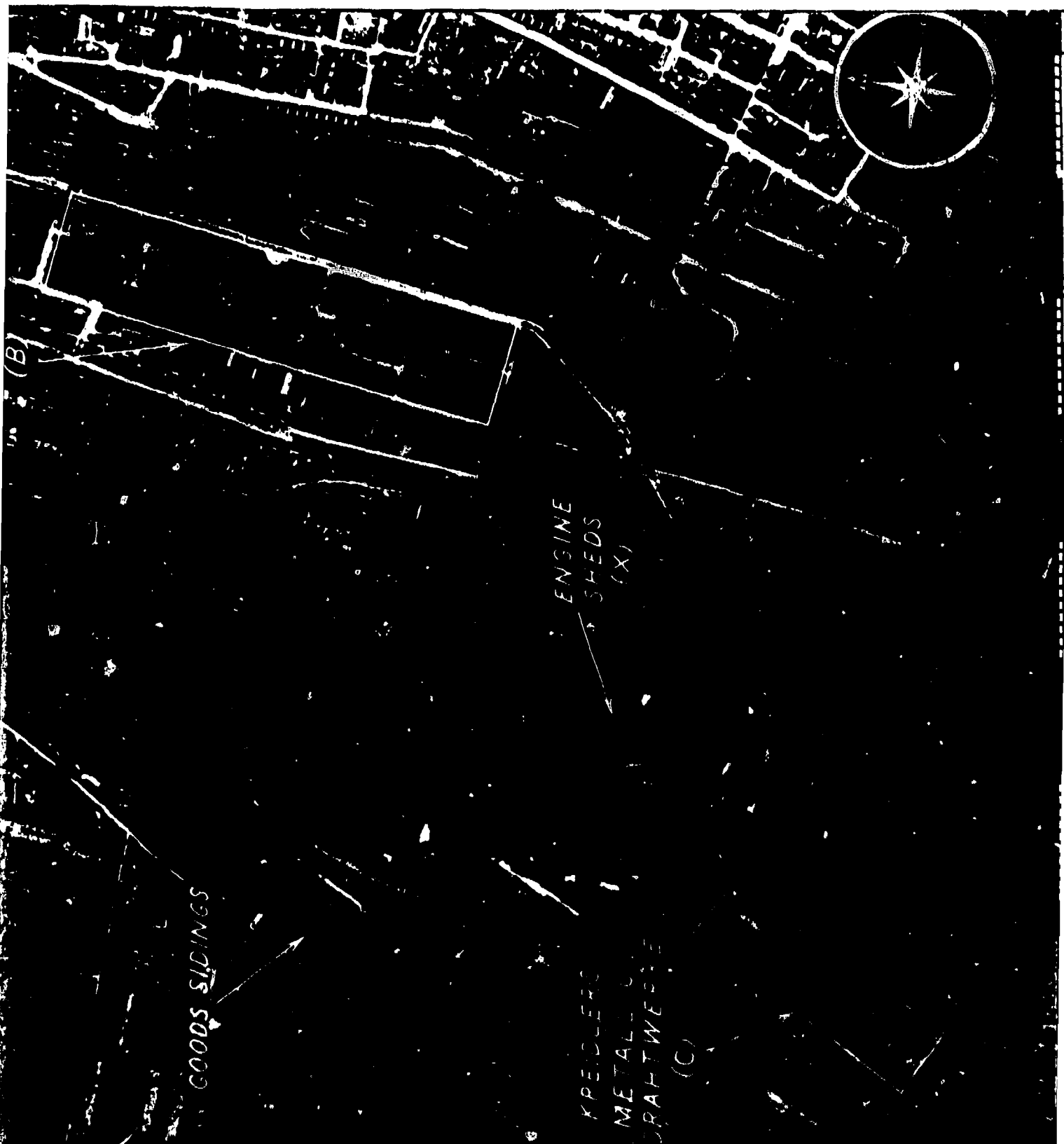
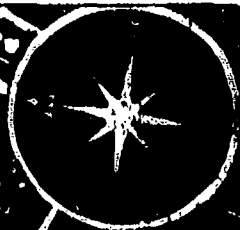


STUTTGART-Unterturkheim

- 1. Marshalling Yard
- 2. Unterturkheim Goods Depot
- 3. Bad Cannstatt Goods Depot
- 4. Railway Workshops
- 5. Unterturkheim Passenger Station







ENGINE
SHEDS
(X)

GOODS
SIDINGS

KPEIDLER
METALLURIE
DRAHTWERKE
(C)

01

02

03

04

05

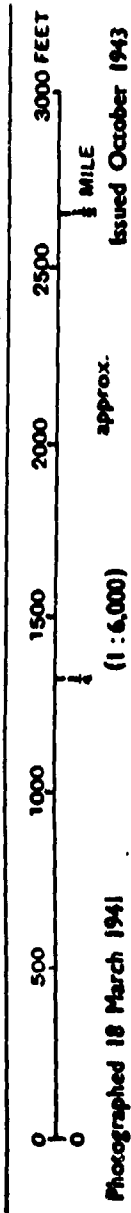
06

07

08

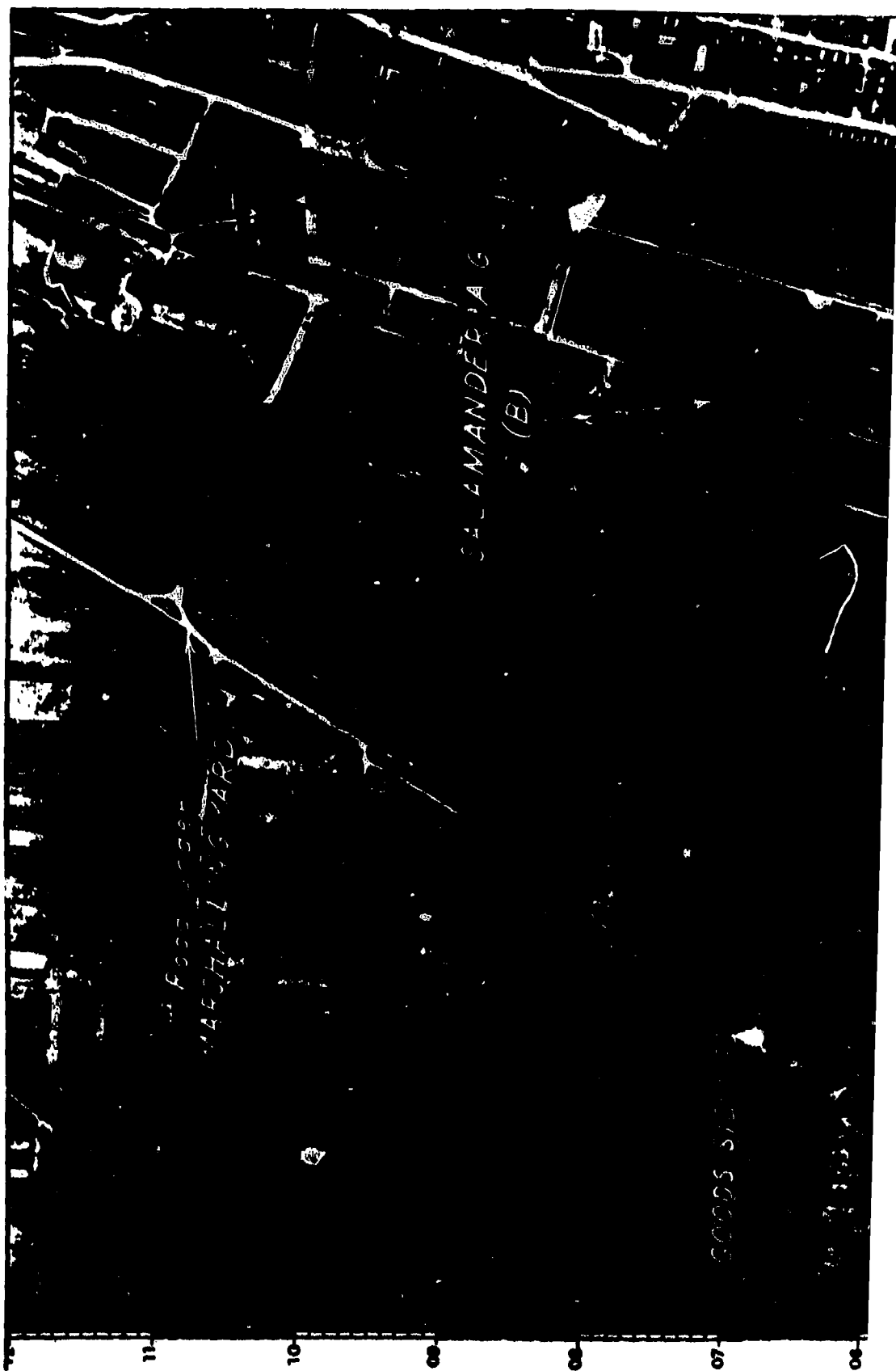
09

RAILWAY MARSHALLING YARD — STUTTGART (Kornwestheim)
(GERMANY)



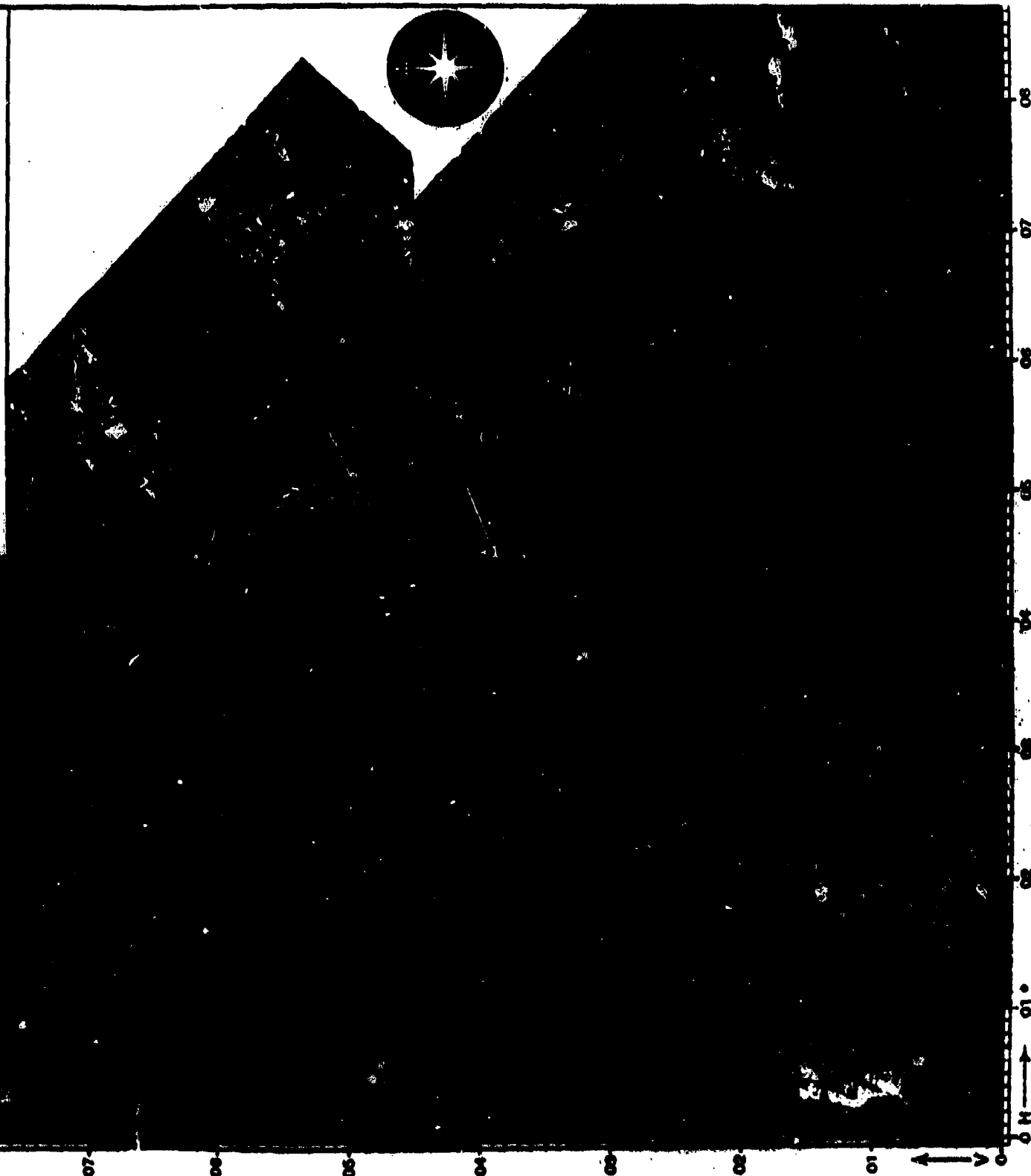
Photographed 18 March 1941

(1 : 6,000)

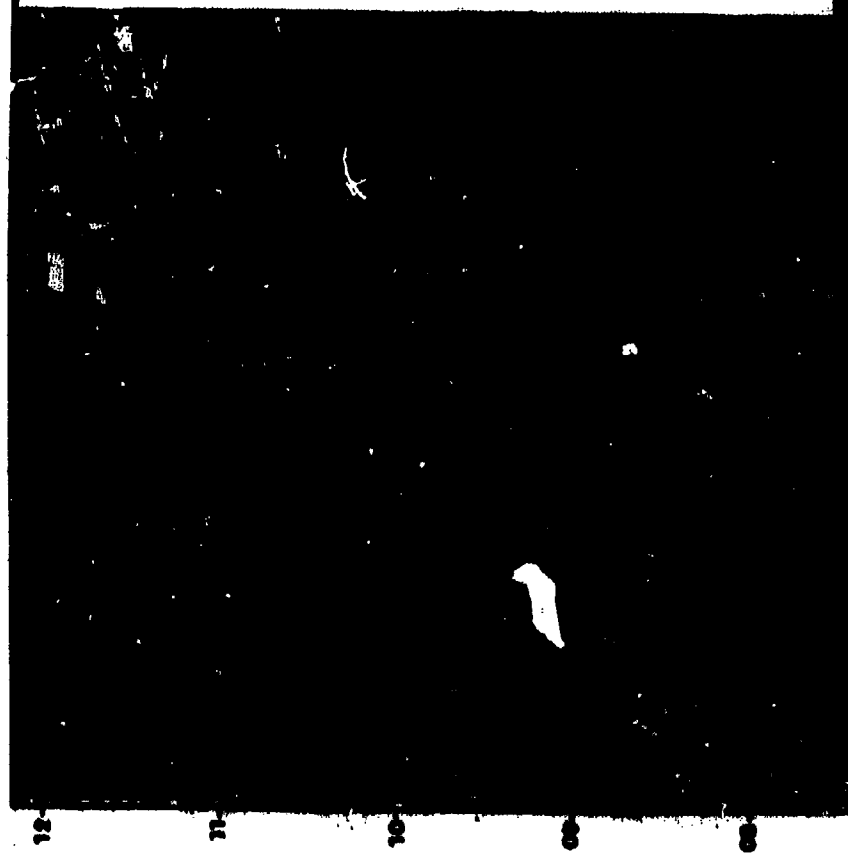
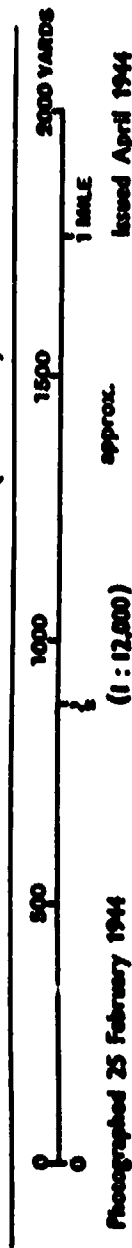


C. GOODS STATION.

- 16. Goods Sheds.
- 17. Off-loading Area.
- 18. Side and End Loading Platforms.



RAILWAY MARSHALLING YARD — STUTTGART (Ueckertshelm)
(GERMANY)



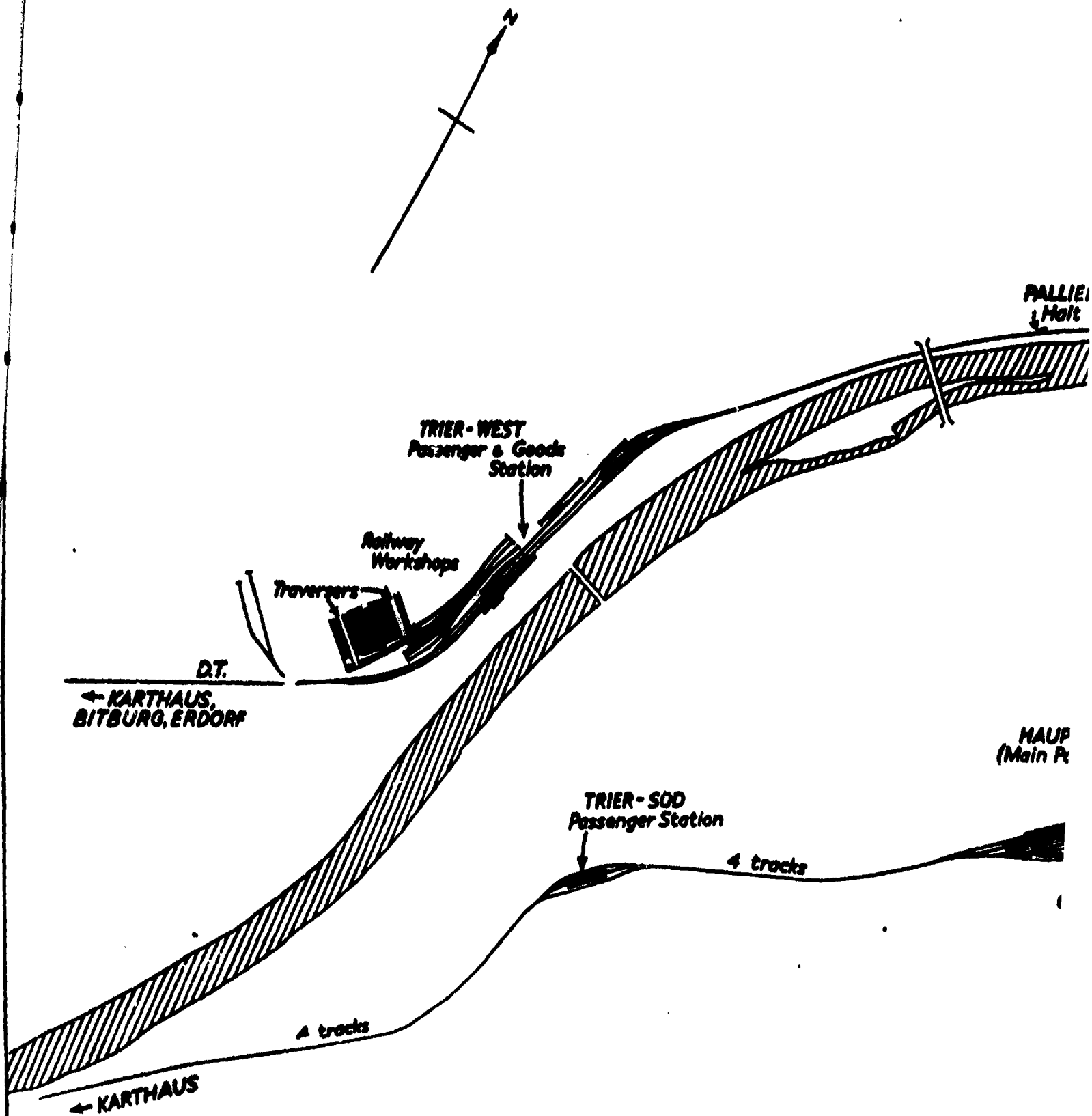
A. RAILWAY MARSHALLING YARD.

1. Reception Sidings.
2. Sorting Sidings.
- 2a. Diverging Lines at Entrance to Sorting Sidings.
- 2b. Converging Lines at Exit from Sorting Sidings.
3. Locomotive Depot.
4. Goods Depot.
5. Station.
- 6-8. Rail over Road Bridges.
9. Rail over Rail and Road Bridges.
10. Footbridge.
11. Flyover.
12. Holding Sidings.
13. Forwarding Sidings.
14. Junction at South End of Yard.
15. Junction at North End of Yard.

B. RAILWAY WORKSHOPS.

C. GOODS STATION.

16. Goods Sheds.
17. Off-loading Area.
18. Side and End Loading Platforms.

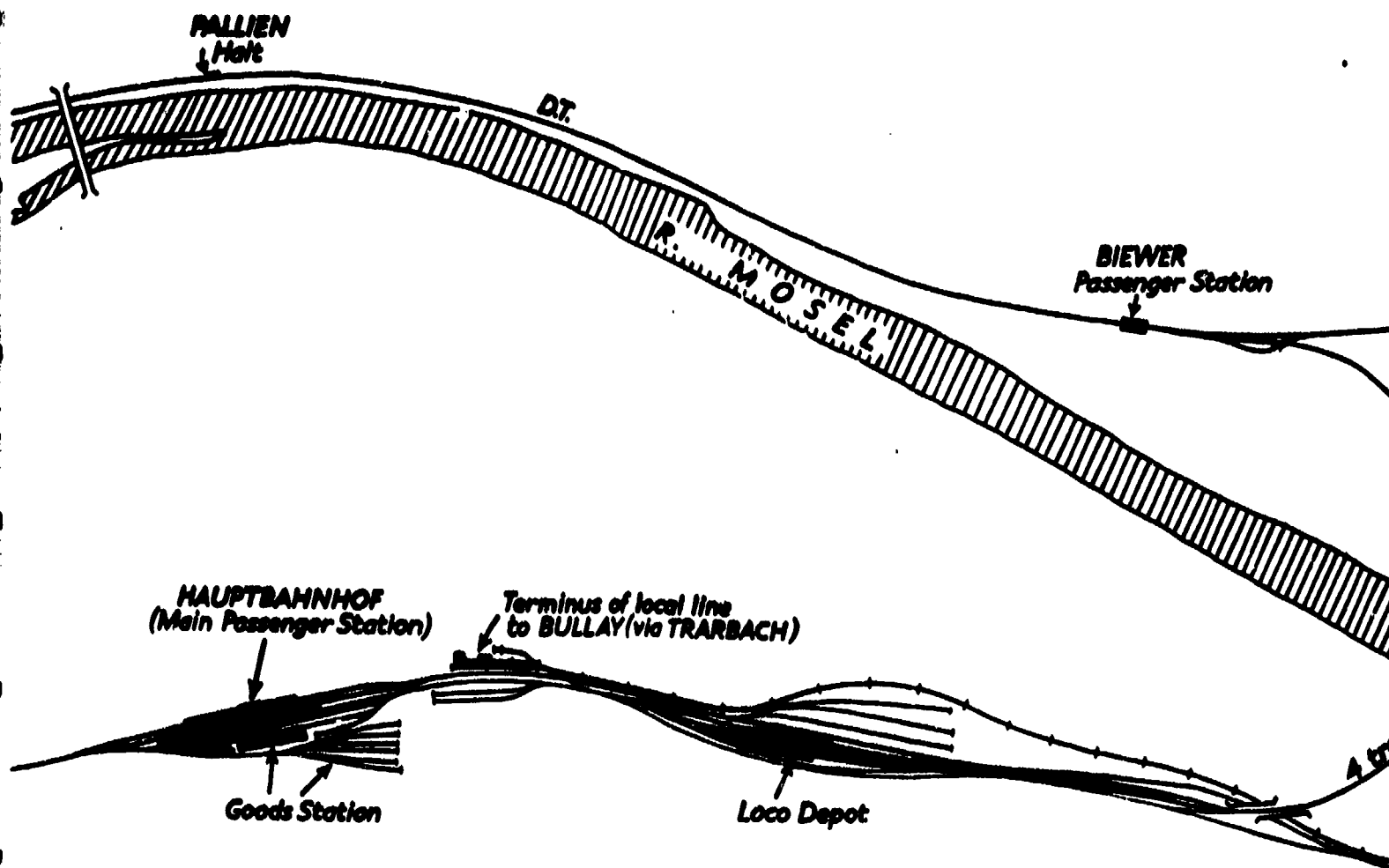


TRIER

Railway Facilities

Prepared at C.I.U. from Photographs
of February & March 1944

0 500 1000 YDS
APPROX

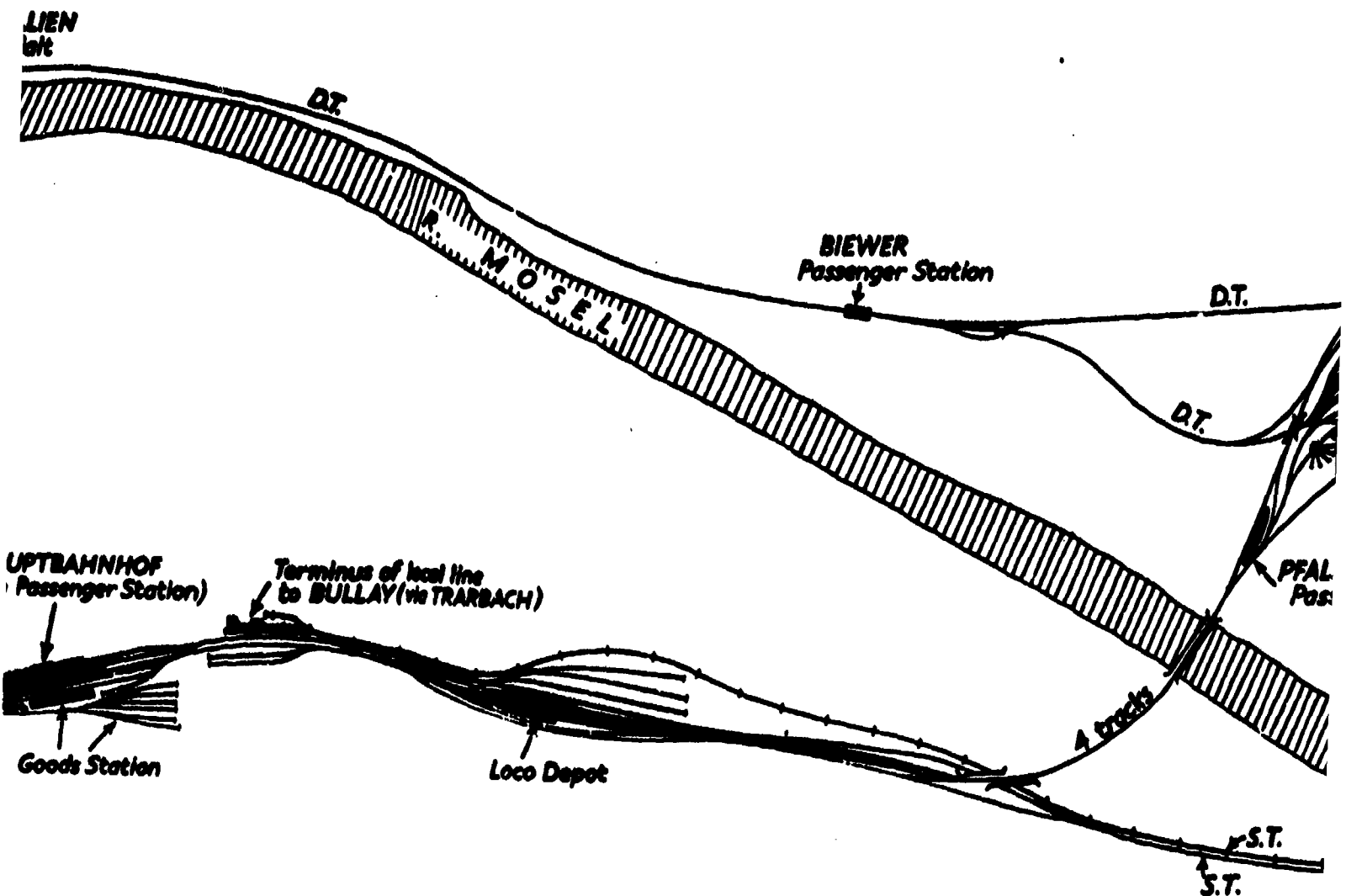


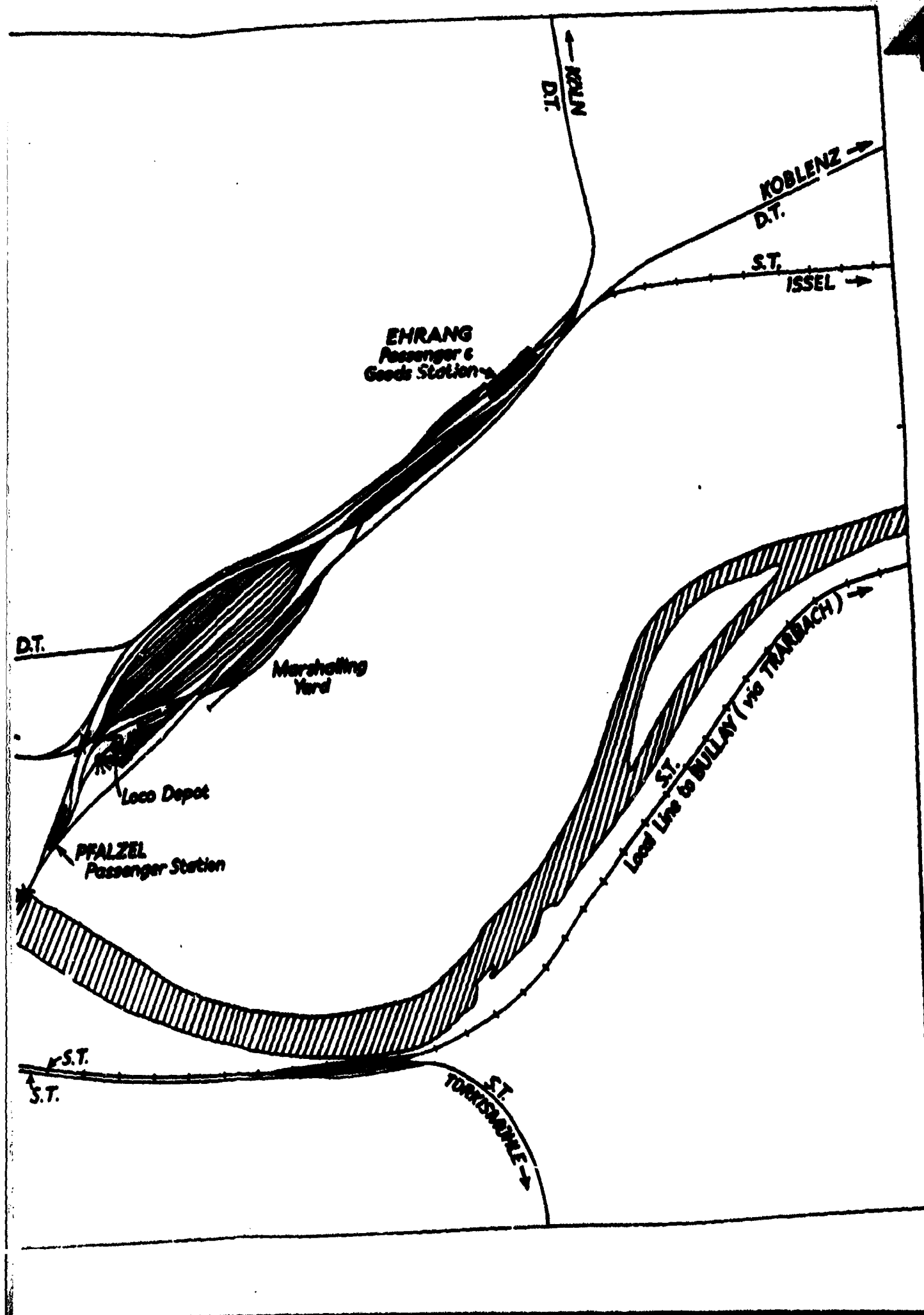
TRIER

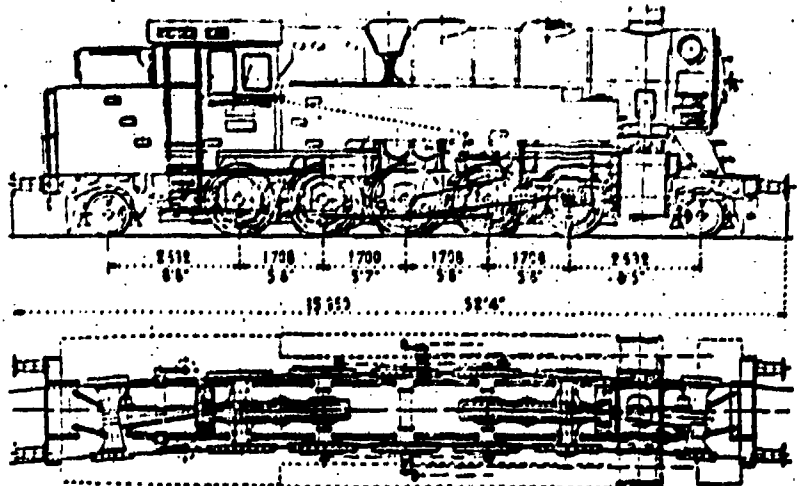
Railway Facilities

Prepared at C.I.U. from Photographs
of February & March 1944

0 500 1000 YDS
APPROX



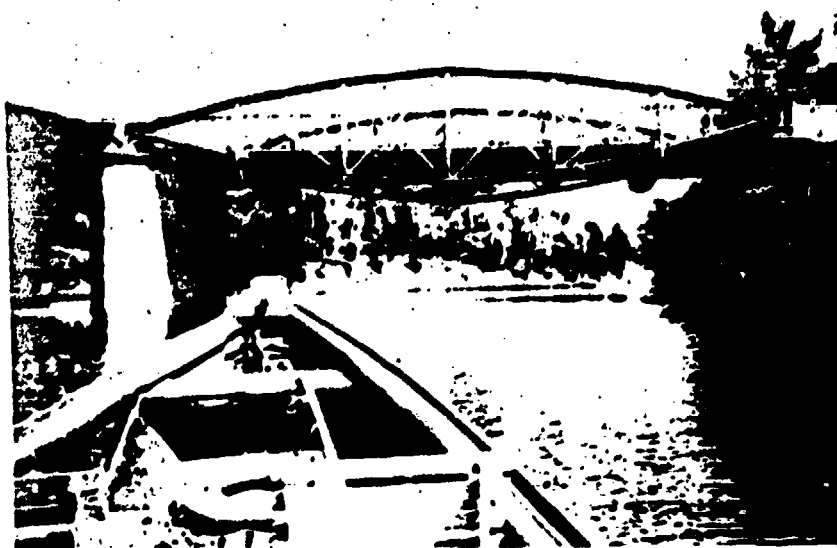




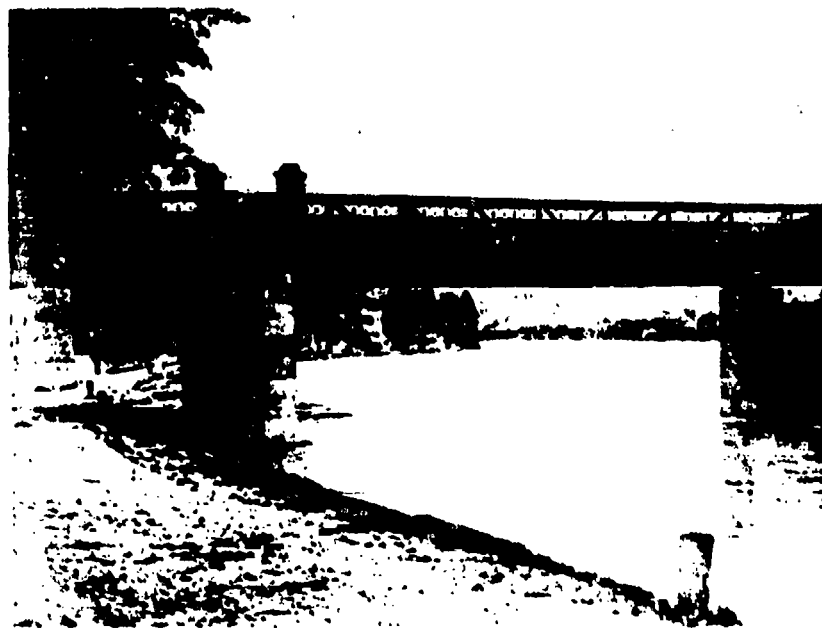
32. 2-10-2T class locomotive for lines of sharp curves.

Type	6-6-2-T	6-6-2-T	6-6-2-T	—	—
Administration	Illinois	Bavaria	Bavaria	Württemberg	Württemberg
Cylinders {	diam.	2 x 470	2 x 400	2 x 400	2 x 300
	in.	(18 1/2")	(15 7/8")	(15 7/8")	(12")
	do.	420—430	—	—	—
	in.	(16 1/2"—17 11/16")	—	—	—
piston stroke {	mm.	300	304/300	312/300	300/300
	in.	(11 11/16")	(12"/11 7/8")	(12 1/4"/11 7/8")	(11 7/8"/11 7/8")
Boiler pressure	kg./cm ²	12	12	12	12
	lb./sq. in.	(170.7)	(170.7)	(170.7)	(170.7)
Grate area	m ²	2.11	1.82	2.0	1.60
	sq. ft.	(22.7)	(19.6)	(21.5)	(17.2)
Heating surface	m ²	122.8	120	121.4	117.1
	sq. ft.	(1322)	(1292)	(1310)	(1260)
Superheating surface	m ²	0	37.0	23.4	43.3
	sq. ft.	—	(398)	(253)	(465)
Water capacity	m ³	4.8	4.0	4.0	7.0
	Br. gall.	(100)	(88)	(88)	(154)
Coal capacity	tons	1.2	1.0	1.7	2.0
Wheels {	diam.	1000	1000	1000	1150
	ft. in.	(33 0 1/2")	(33 0 1/2")	(33 0 1/2")	(37 0 1/2")
	do.	0 0 0 0	0 0 0 0	0 0 0 0	—
	ft. in.	(12 3/4")	(12 3/4")	(12 3/4")	(14 1/4")
Wheels {	center to center	—	14.3	20.4	20.2
	ft. in.	—	(47.3)	(130)	(50.3)
	center to center	33.2	37.8	33.0	74.0
	ft. in.	(107.3)	(118.3)	(106.3)	(235.7)
Wheels {	center to center	—	10.2	10.2	74.0
	ft. in.	—	(32.3)	(32.3)	(235.7)
	center to center	—	15	15	10
	ft. in.	—	(47.3)	(47.3)	(25.4)

33. Leading Dimensions of Rack Locomotives.



30. PASSAU (Route 104) - bridge over IIs.



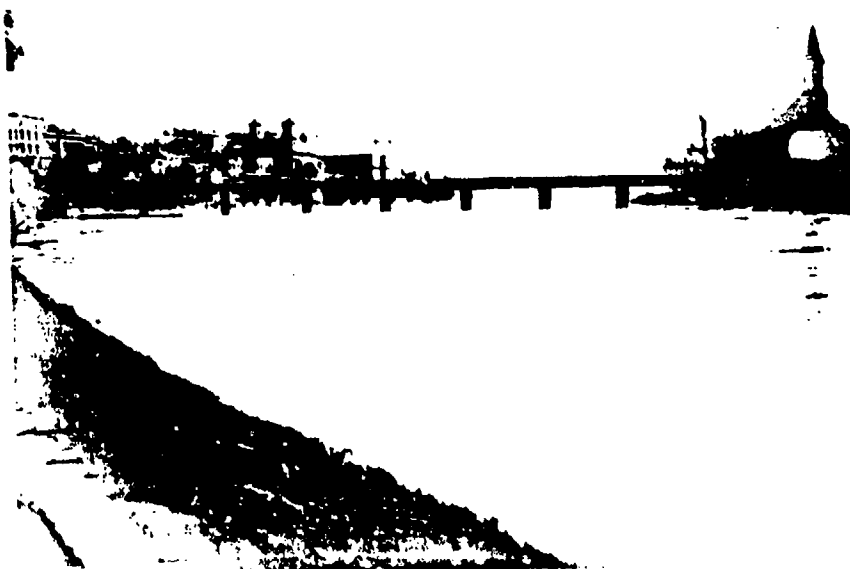
31. PASSAU (Route 104) - bridge over Inn.



27. KEMPTEN (Route 118, 120) bridge over Iller.



28. KITZINGEN (Route 90) - bridge over R.Main.



29. KATZWIL, near Weil - bridge over R. Main.



24. GEMUNDEN (Route 96) - bridge at 127.0 Km.

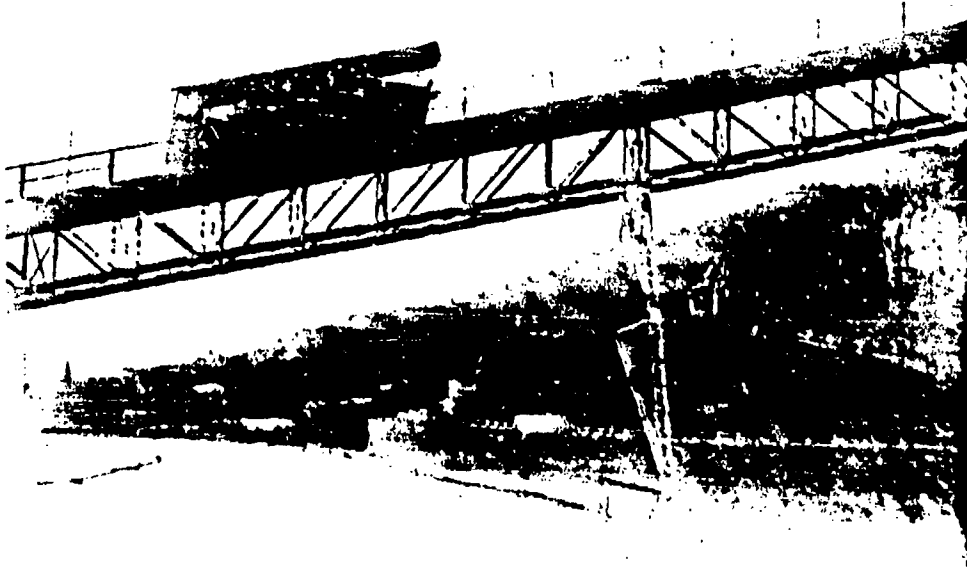


25. GUNZBURG (Route 82) - bridge over R.Guns.

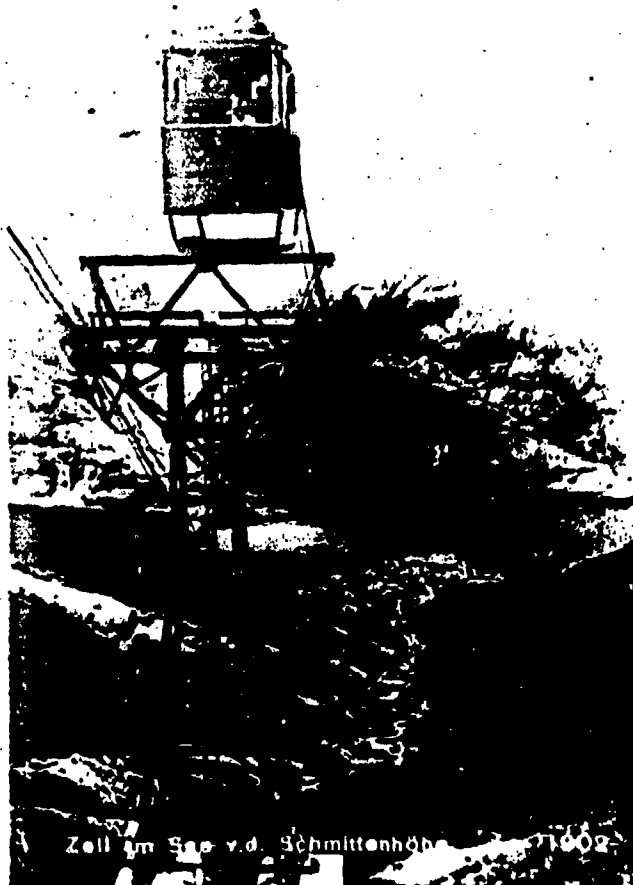




18. INNSBRUCK. The Hungerburg funicular railway.



19. INNSBRUCK. The Hungerburg funicular railway bridge.



17. ZELL - am - SEE - SCHMITTENHOHE cable railway.

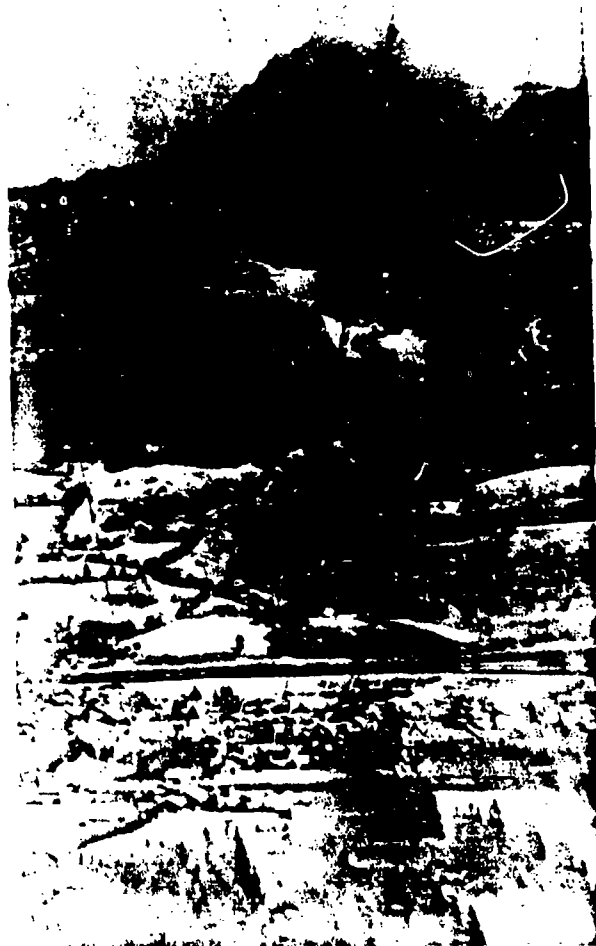


17A. ZELL - am - SEE - SCHMITTENHOHE cable railway.

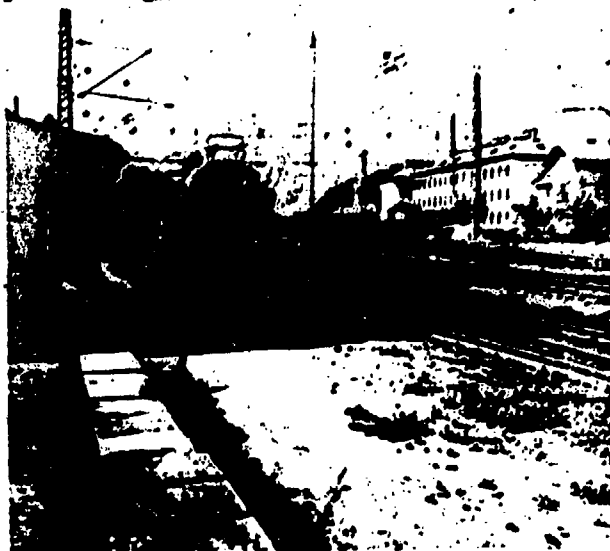
cl. 17



16a. KITZBUHEL - HAHNENKAMMEN cable railway.



16b. KITZBUHEL - HAHNENKAMMEN cable railway.



6. Electrical overhead equipment at SAALFELDEN (Route 124), also electric goods locomotive.



5a. Electrical overhead equipment at SAALFELDEN, also electric passenger express locomotive.

q/sur v



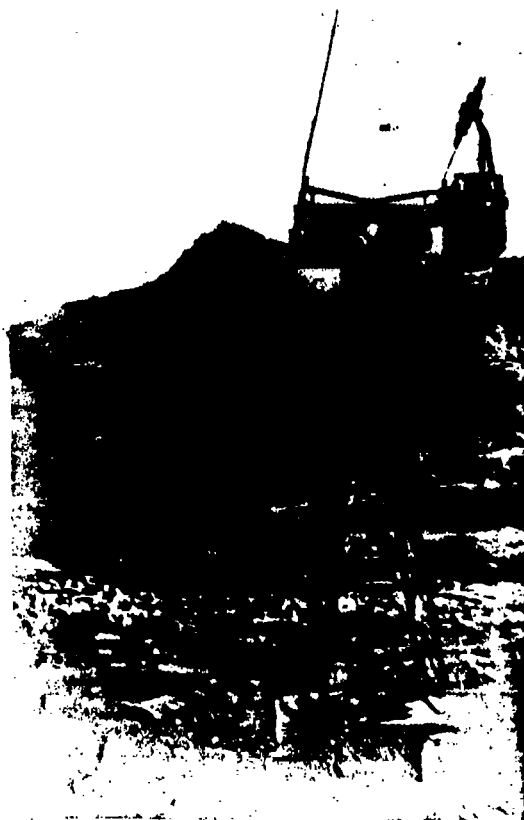
4. Electrical overhead equipment at REGENSBURG, and electric passenger locomotive.

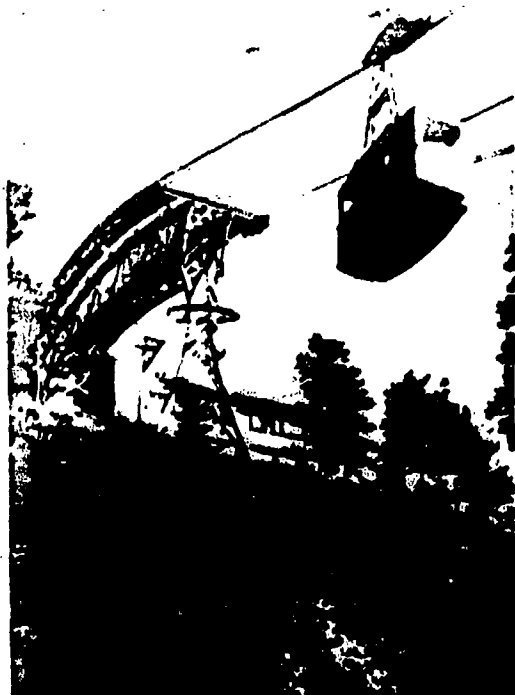


5. Electrical overhead equipment at REGENSBURG (Route 100).



15a. LINSBUCK - PATSCHENKOPF cable railway, middle section.





14. PERKINS - SCHANDLERLAND cable railway.



15. PERKINS - SCHANDLERLAND cable railway.



13a. BAD REICHENHALL. Predigtstuhl cable railway. Photograph of power station at base.



13b. BAD REICHENHALL. Predigtstuhl cable railway.



11-20-64



11-20-64

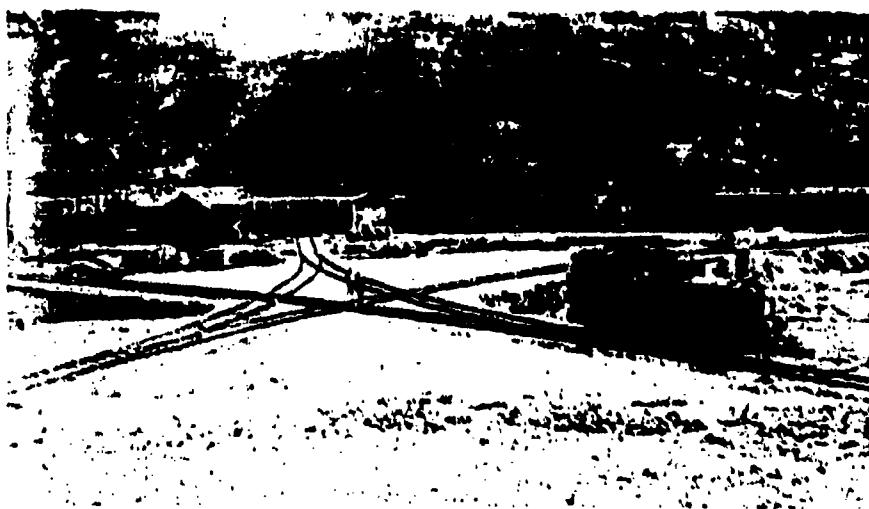




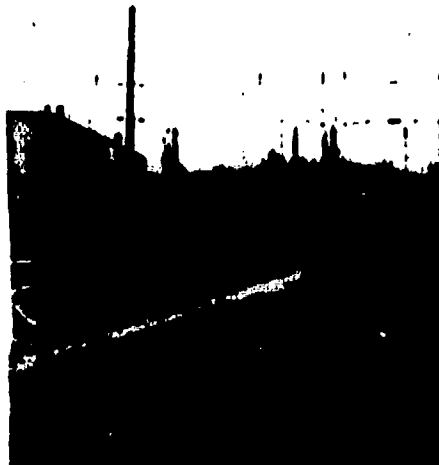
9. BAKEL, showing mechanical cooling plant and electrical equipment.



9a. BAKEL, approach to RADEN station.



10. BAKEL - near the turning table.



7. Electrical overhead equipment at SALLISBURG.



9. "District medical agent at 2105, Kansas City, Mo."



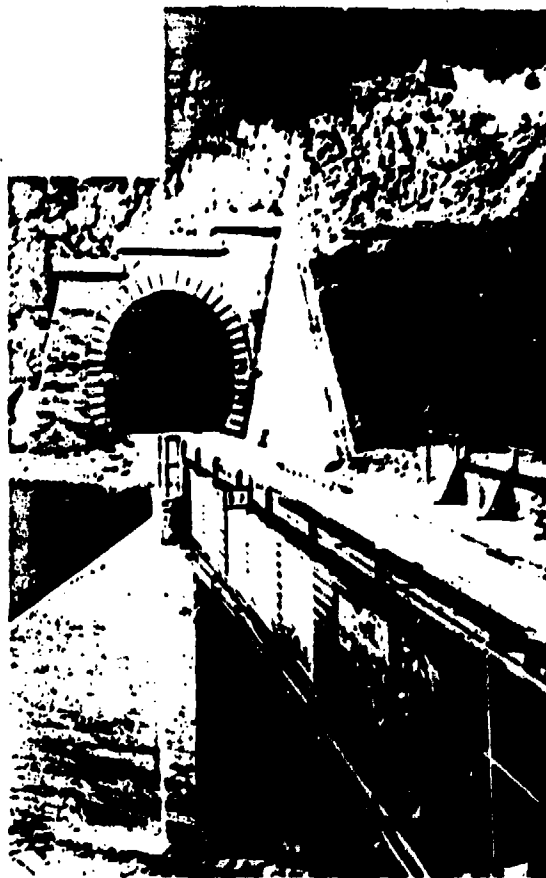
1. Electrical overhead equipment at BASEL - between stations.



2. Electrical overhead equipment at BRESCIA station.



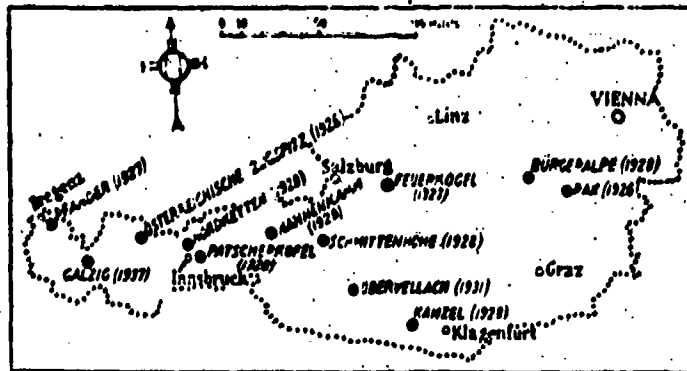
3. Electrical overhead equipment at KILLYN (Starnberger Station) - view from the station platform.



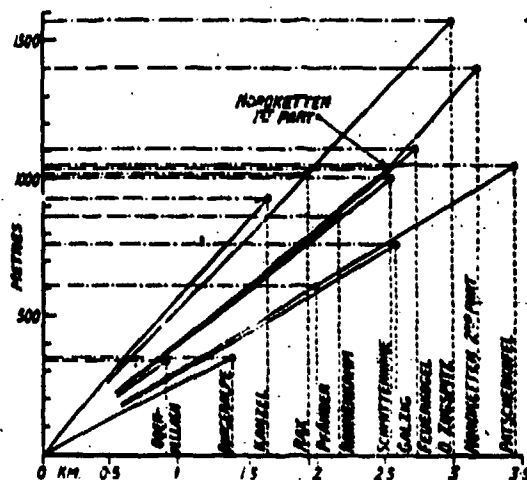
22. Photograph of tunnel entrance at KRAUTWITTEN (Route 122)



23. Photograph of tunnel entrance between bend and SCHWARZBACH (Route 122)



20. Map showing location of aerial cableways in Austria.



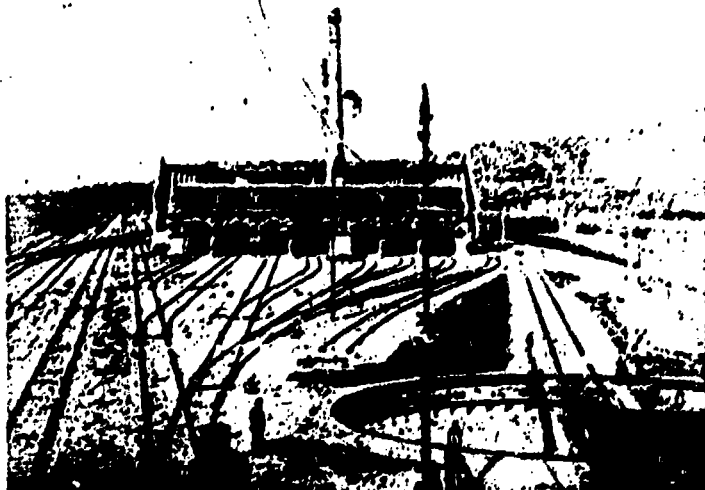
21. Diagram of altitudes of the Austrian Passenger Cableways.



18b. INNSBRUCK. The Hungerburg funicular railway station.



19. INNSBRUCK. The Nordkette funicular railway.



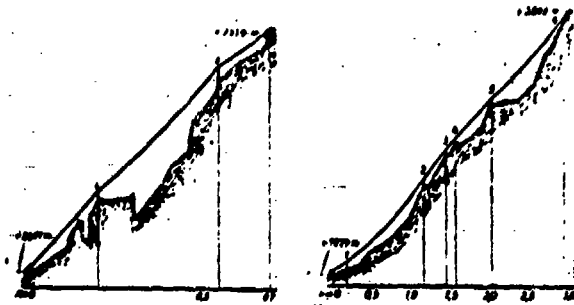
35. Photograph of Locomotive Shed at Freiburg.



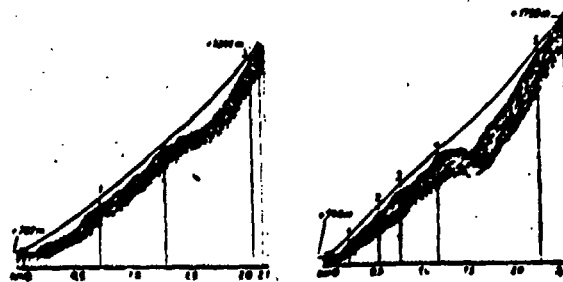
36. General view of sub-station at Gronhart, Augsburg-Munich electrified line.



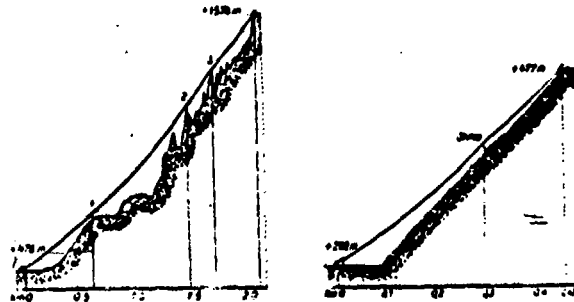
37. View of step-down side of open air installation of Freuchtlingen (in short) sub-station, Augsburg-Munich electrified line.



The two Zugspitze telpher lines.
a) Bavarian side. b) Tyrolean side.



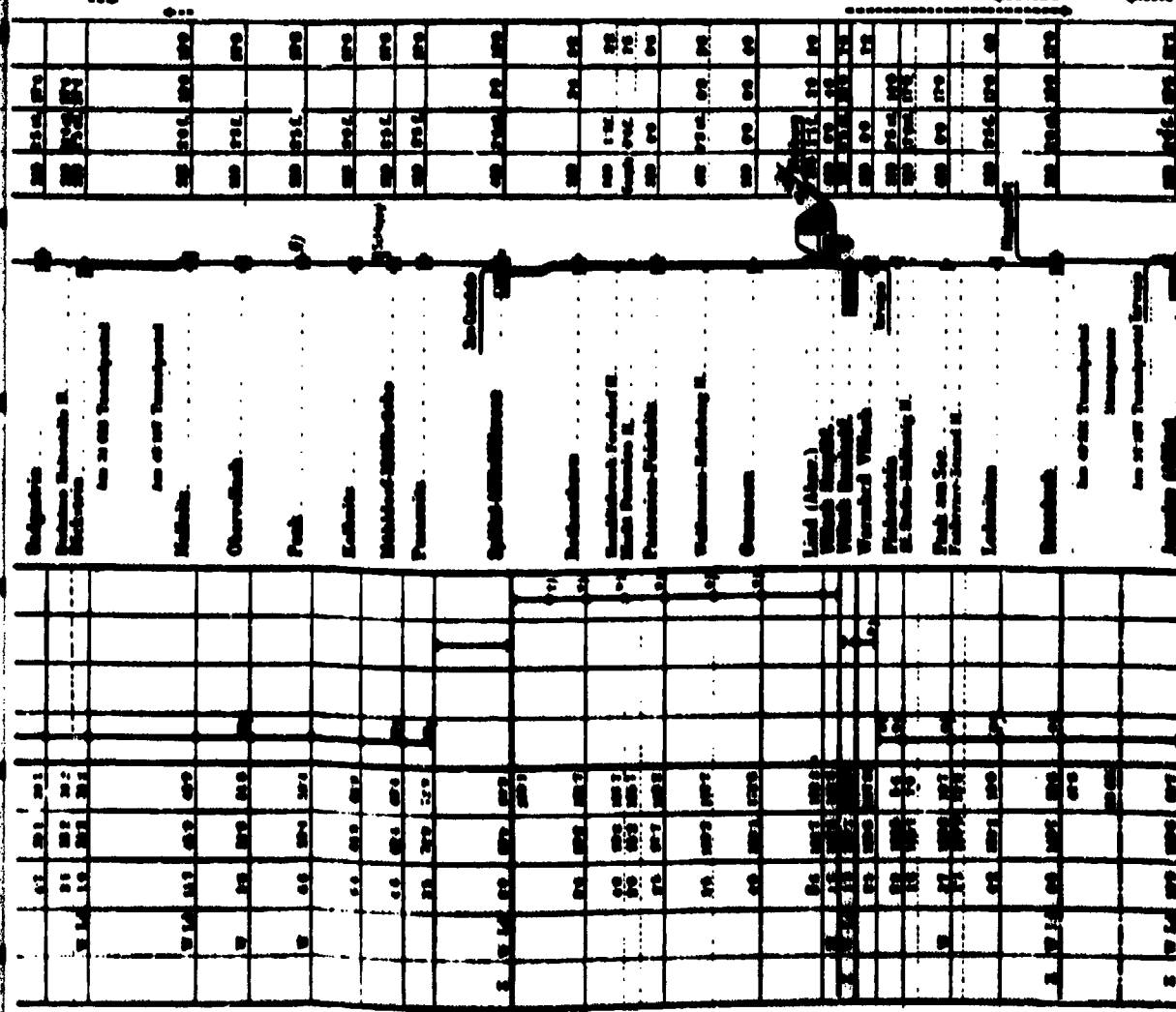
The two Garmisch-Partenkirchen telpher lines.
Kreuzseilbahn. Wankbahn.



The Predstuhlbahn at Reichenhall (Upper Bavaria). The Burgbergbahn at Bad Harzburg (Northern Germany).

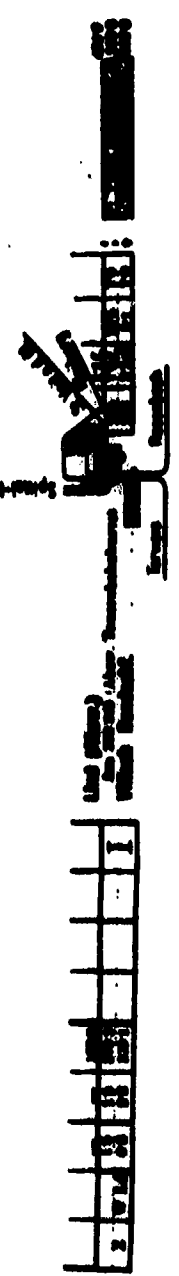
34. Profiles of certain German telpher lines.

c317 a.



*) Dieser Teil ist der Informationsauftrag

1) Erfrischungsgetränk mit Backwaren
Magensäfte.



Gemeinden.

Landeck. Bruggen.

Pians.

Strengen.

ENGINEERING WORKS.

ROADS and WATERCOURSES.

STATIONS and WATERING FACILITIES.

Station Landeck

lang 750"

Station Pians

lang 440"

Station Strengen

lang 480"

Sohle des Rosena-Buenen

(Stonsenthal)

H. b. Poststrasse von Landeck nach Bialand
Jan-Fluss. Breite 60" mit
H. b. Post-Strasse

Gander-Bach. Breite 40" mit
H. b. Post-Strasse

Wolf-graber-Bach. Breite 50" mit
H. b. Post-Strasse

Trisene-Bach. Breite 50" mit
H. b. Post-Strasse

Rosena-Bach. Breite 50" mit
H. b. Post-Strasse

Obere Mitter Tobel. Breite 50" mit
H. b. Post-Strasse

Tunnel 50" mit
H. b. Post-Strasse

4410 14

72

80

100

DISTANCES between STATIONS in Km.

GRADIENTS per mille.

HEIGHT OF SLEEPERS ABOVE SEA LEVEL

HORIZONTAL DISTANCES between changes of GRADIENTS

KILOMETRES.

DIENT PROFILE OF ARLBERG LINE (SECTION BLUDENZ - LANDI

Strängen.

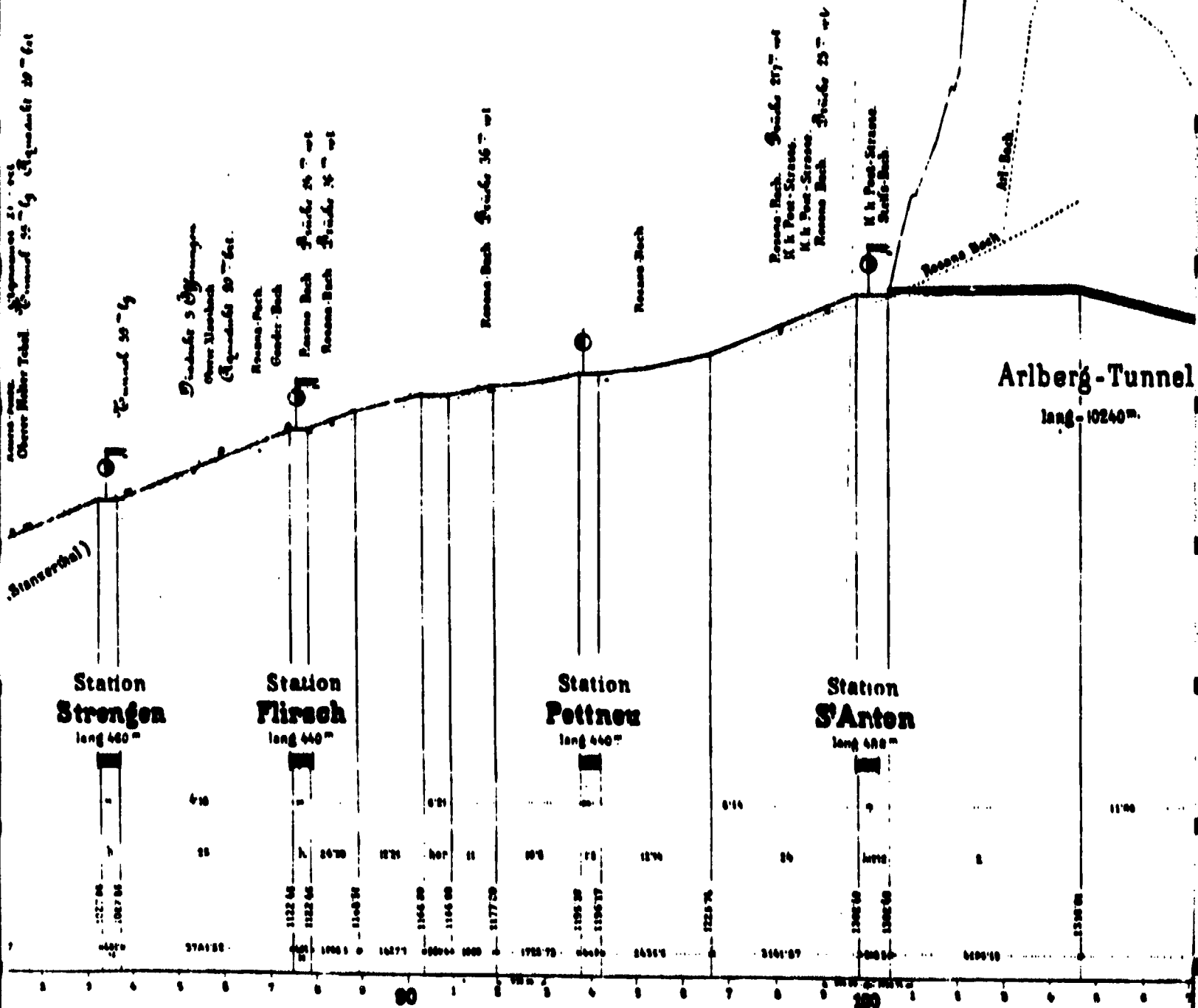
Pirsch.

Schwan.

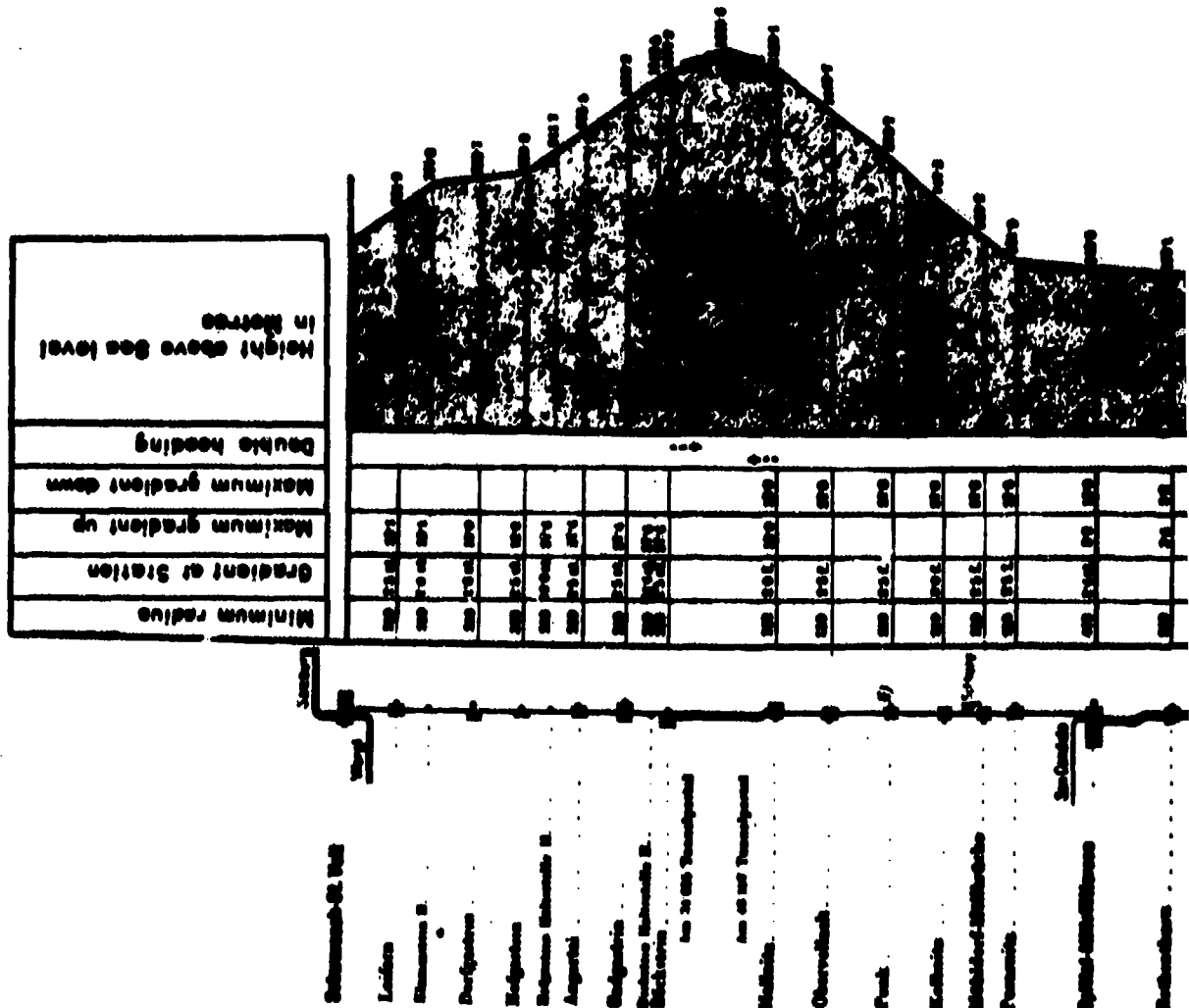
Pettneu. Vadtsen.

Gant. S. Jacob. Naßereich. S. Anton.

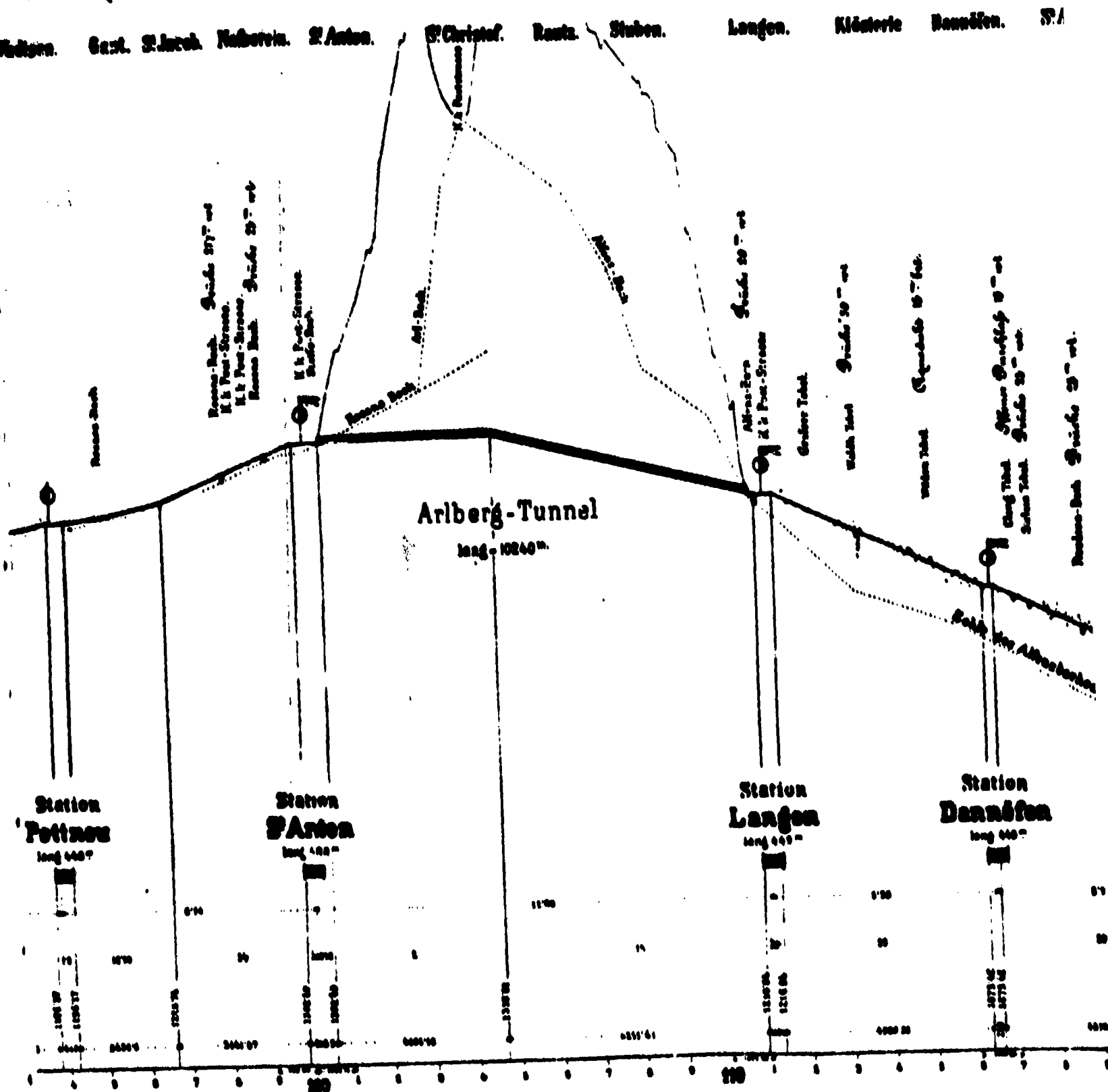
6. Christof.

Index

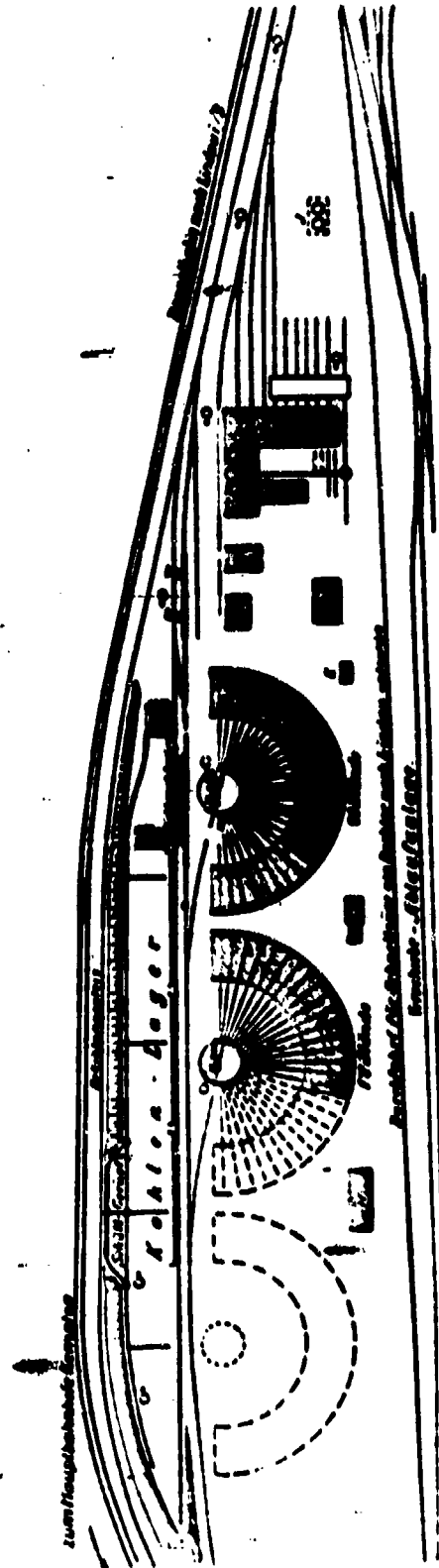
Train despatching centre	Water Turntable	Distance between Stations	Distance along lines	Km. Posts	Telegraphic		Block working	
					Without	With	Without	With block instruments
1		1.0	0.0	1.00				
2		0.5	0.5	0.50				
3		1.5	1.5	1.50				
4		2.0	2.0	2.00				
5		3.0	3.0	3.00				
6		4.0	4.0	4.00				
7		5.0	5.0	5.00				
8		6.0	6.0	6.00				
9		7.0	7.0	7.00				
10		8.0	8.0	8.00				
11		9.0	9.0	9.00				
12		10.0	10.0	10.00				
13		11.0	11.0	11.00				
14		12.0	12.0	12.00				
15		13.0	13.0	13.00				
16		14.0	14.0	14.00				
17		15.0	15.0	15.00				
18		16.0	16.0	16.00				
19		17.0	17.0	17.00				
20		18.0	18.0	18.00				
21		19.0	19.0	19.00				
22		20.0	20.0	20.00				
23		21.0	21.0	21.00				
24		22.0	22.0	22.00				
25		23.0	23.0	23.00				
26		24.0	24.0	24.00				
27		25.0	25.0	25.00				
28		26.0	26.0	26.00				
29		27.0	27.0	27.00				
30		28.0	28.0	28.00				
31		29.0	29.0	29.00				
32		30.0	30.0	30.00				
33		31.0	31.0	31.00				
34		32.0	32.0	32.00				
35		33.0	33.0	33.00				
36		34.0	34.0	34.00				
37		35.0	35.0	35.00				
38		36.0	36.0	36.00				
39		37.0	37.0	37.00				
40		38.0	38.0	38.00				
41		39.0	39.0	39.00				
42		40.0	40.0	40.00				
43		41.0	41.0	41.00				
44		42.0	42.0	42.00				
45		43.0	43.0	43.00				
46		44.0	44.0	44.00				
47		45.0	45.0	45.00				
48		46.0	46.0	46.00				
49		47.0	47.0	47.00				
50		48.0	48.0	48.00				
51		49.0	49.0	49.00				
52		50.0	50.0	50.00				
53		51.0	51.0	51.00				
54		52.0	52.0	52.00				
55		53.0	53.0	53.00				
56		54.0	54.0	54.00				
57								



Vadign.	Gast.	S. Jacob	Katharin.	S. Anton.	S. Christof.	Rantz.	Staben.	Langen.	Klösterle	Bannhöfen.	S.A.
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Layout of Locomotive Depot. Kempton.



Gemeinden

Witten.

Vila.

Komaten.

Ref. s.

Zirl.

Witten.

ENGINEERING WORKS

ROADS and WATERCOURSES

STATIONS and WATERING FACILITIES

Station
Jambrook
der St. Nikolaus

Station
Vila
lang 200"

Station
Komaten
lang 200"

Station
Zirl
lang 200"

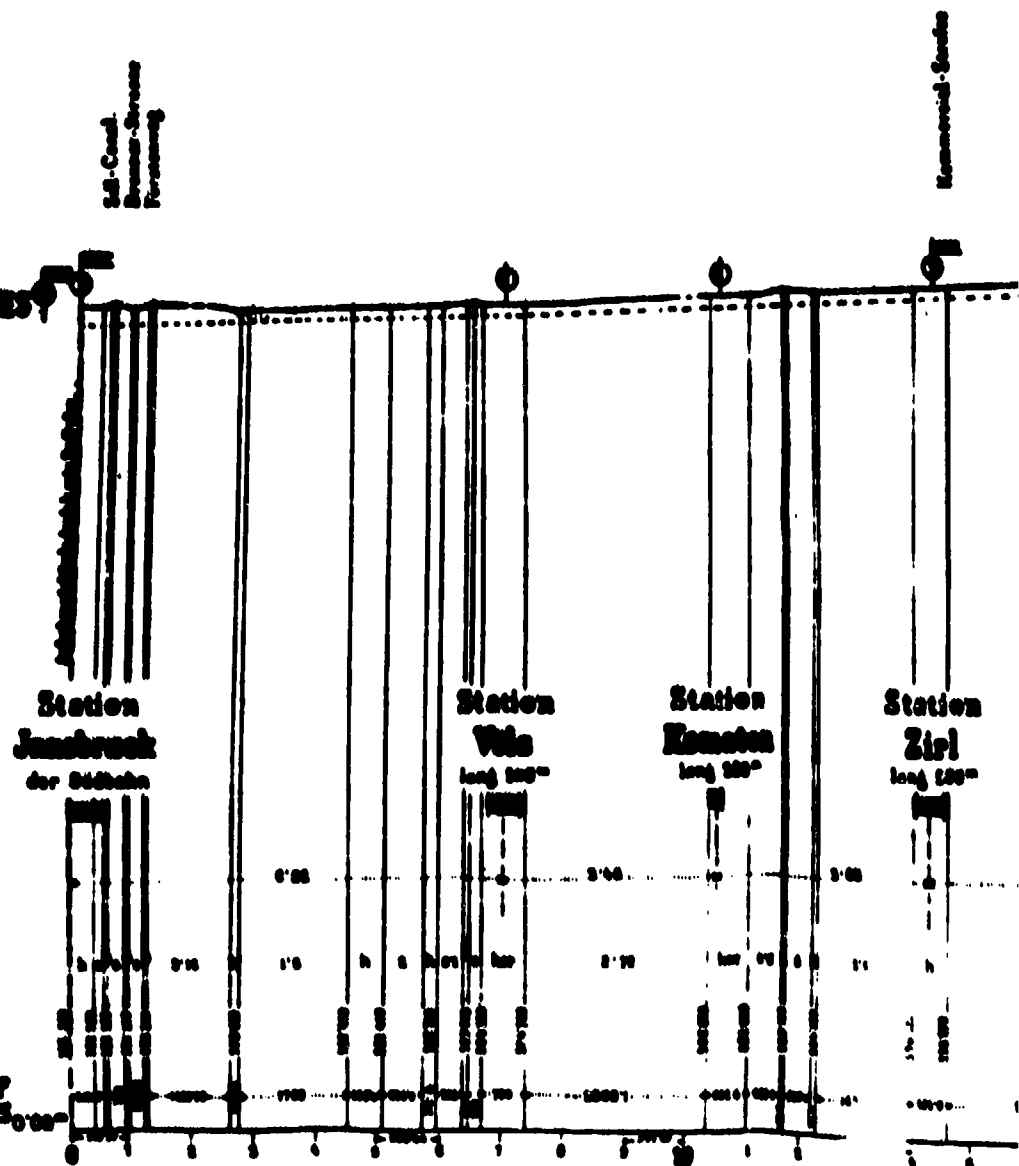
DISTANCES between STATIONS in Km.

GRADIENTS per mille.

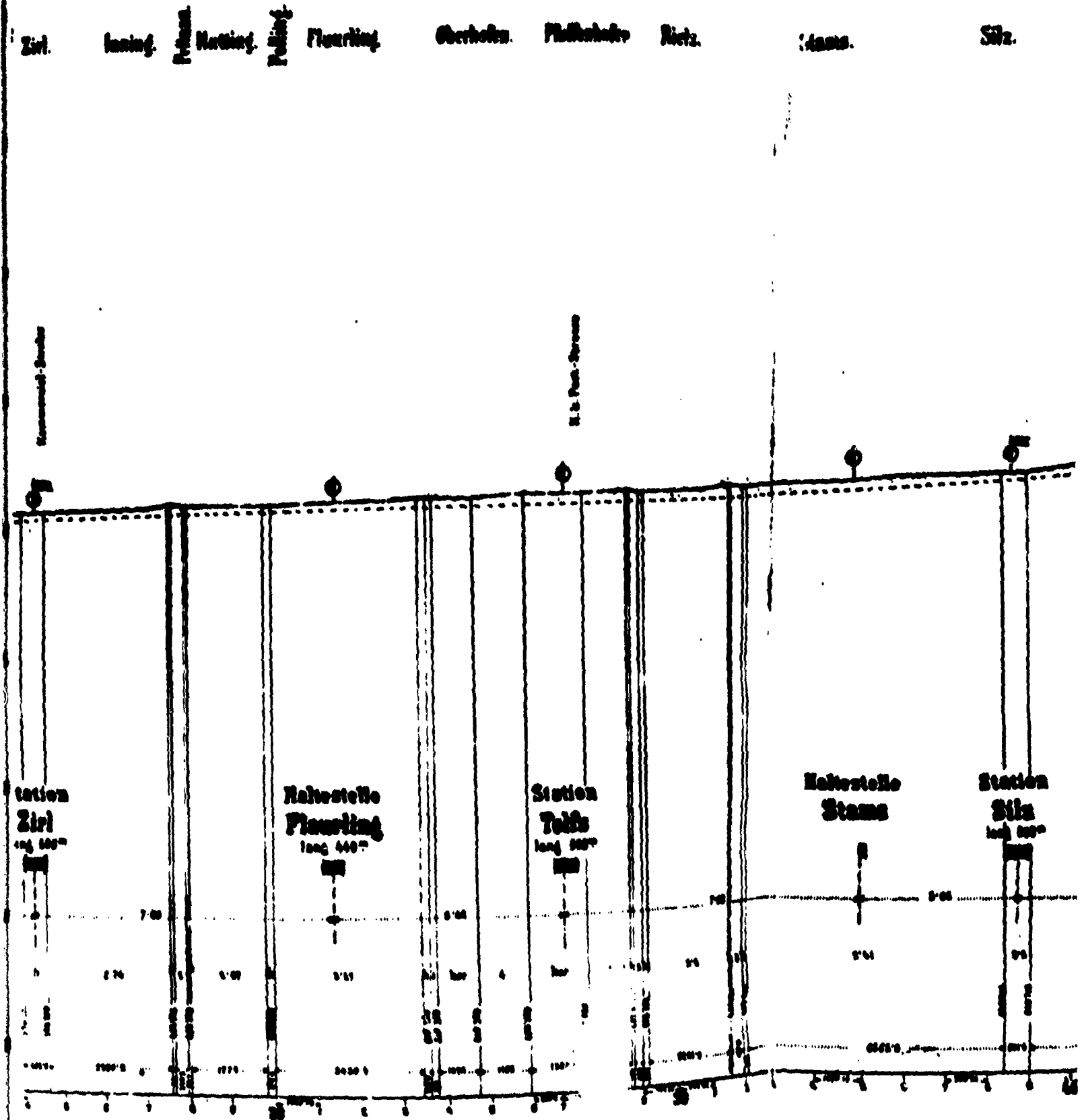
HEIGHT OF SLEEPERS ABOVE SEA LEVEL

HORIZONTAL DISTANCES between changes of GRADIENTS

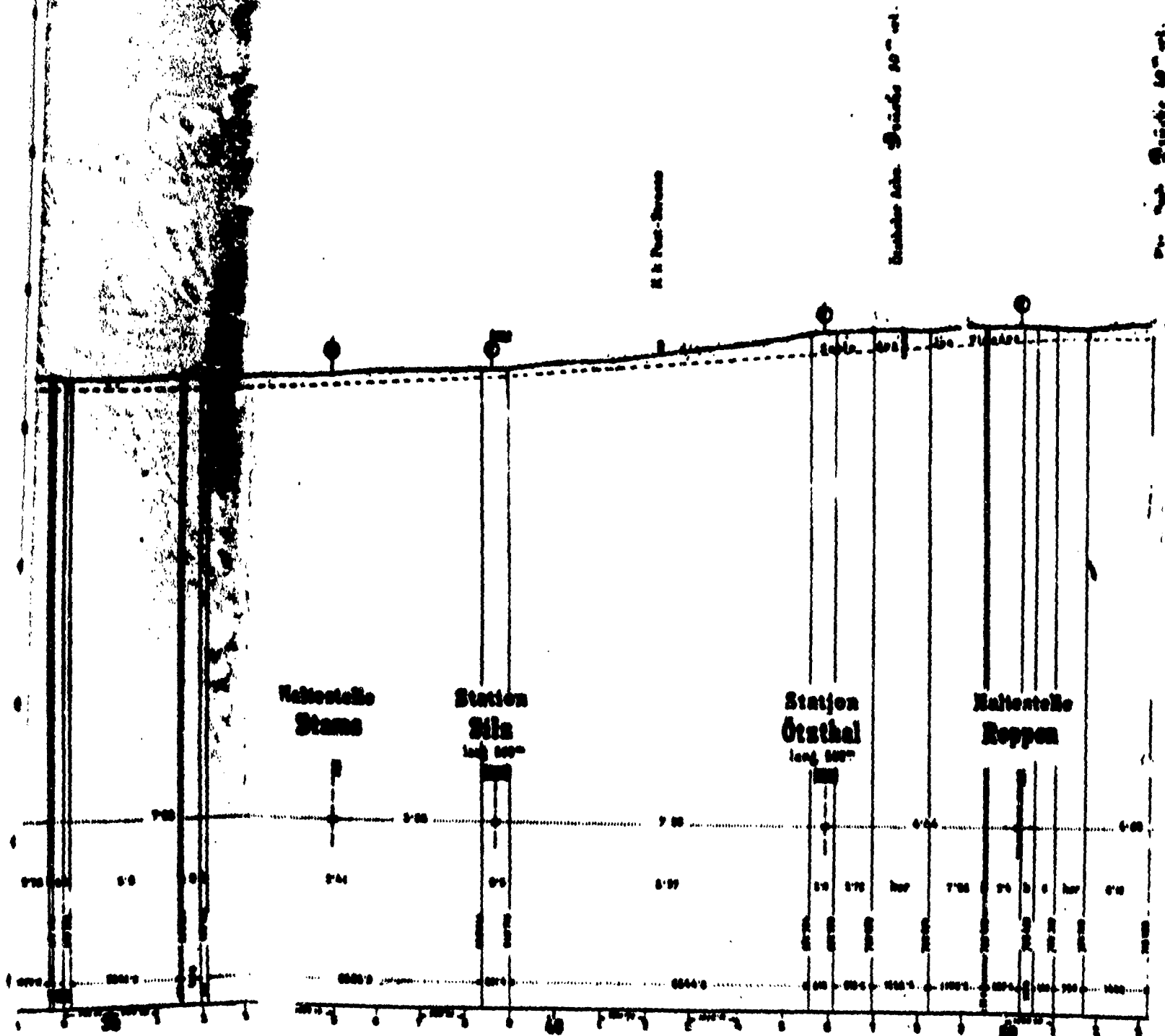
KILOMETRES



GRADIENT PROFILE OF ARLBER LINE (SECTION INNSBRUCK)



1



NSA.

Aval.

Went

Invest. Zusterberg.

Schwier.

Lamin

Laws.

Augedair.

THE UNIVERSITY OF CHICAGO

L.A. Post-Survey

2025-26 **2025-26**

Wentzville
Spring

Station
June
1944

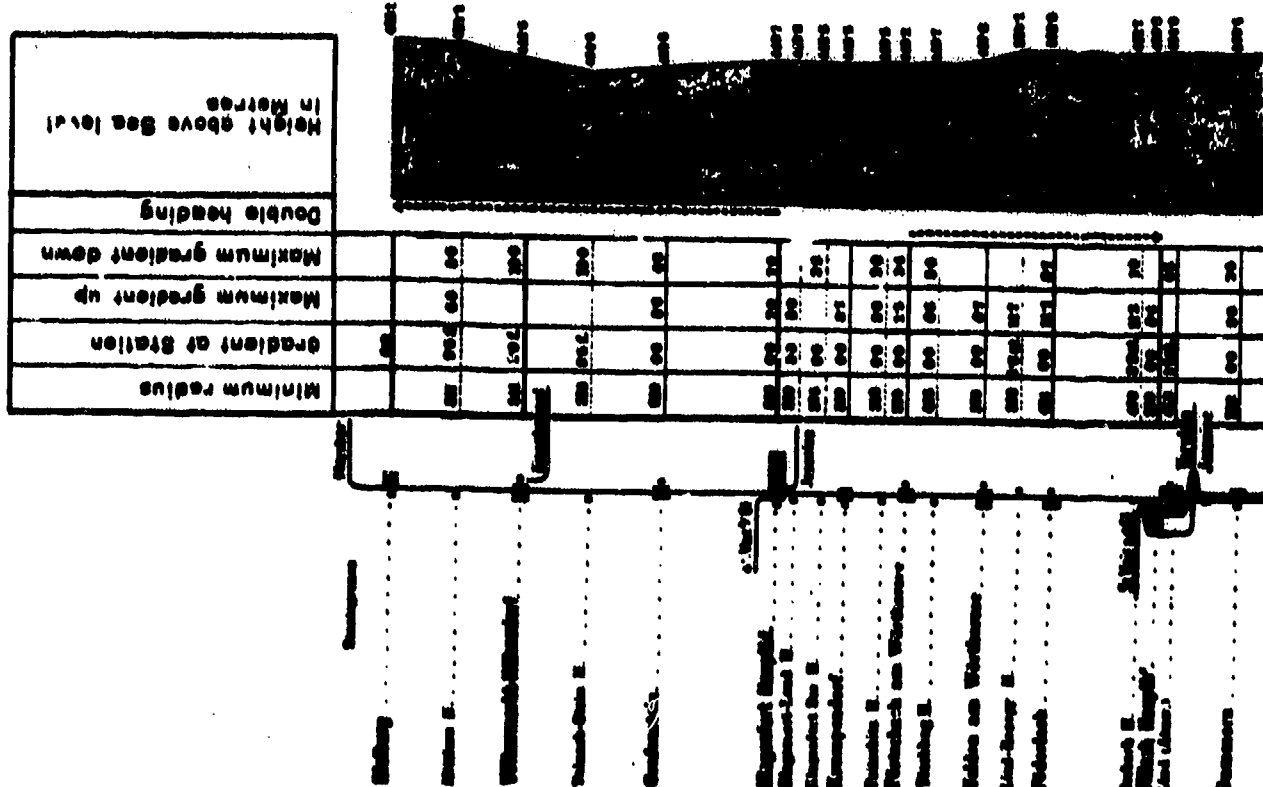
**Station
Subscription
Aug 1957**

Station
Lundock
Aug 207

A black and white photograph showing a long, low wall or fence constructed from vertical wooden posts. The wall runs horizontally across the frame, with a slight upward slope on the right side. The posts are evenly spaced and appear to be made of wood. The background is a light, possibly overexposed sky or a plain wall. The overall image has a grainy, high-contrast quality.[illegible][illegible][illegible]

Gradient profile of line (Route 126)
SAN CANDIDO (INNICHEN)-SPITTAL-MILLSTATTERSEE-BLEIBURG

Train despatching centre	Water Turntable	Distance between Stations	Distance along line	Km. Posts	Telegraphic Block		Block working with instruments	
					Without	With	Without	With
1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
2	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
5	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
6	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
7	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
8	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
9	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
10	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
11	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
12	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
13	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
14	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
15	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
16	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
17	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
18	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
19	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
20	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
21	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
22	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
23	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
24	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
25	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
26	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
27	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
28	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
29	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
30	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
31	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
32	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
33	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
34	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
35	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
36	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
37	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
38	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
39	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
40	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
41	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
42	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
43	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
44	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
45	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
46	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
47	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
48	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
49	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
50	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
51	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
52	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
53	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
54	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
55	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
56	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
57	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
58	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
59	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
60	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
61	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
62	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
63	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
64	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
65	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
66	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
67	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
68	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
69	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
70	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
71	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
72	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
73	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
74	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
75	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
76	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
77	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
78	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
79	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
80	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
81	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
82	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
83	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
84	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
85	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
86	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
87	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
88	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
89	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
90	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
91	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
92	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
93	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
94	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
95	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
96	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
97	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
98	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
99	1.4	1.4	1.4	1.4	1.4	1.4	1.4	
100	1.4	1.4	1.4	1.4	1.4	1.4	1.4	



Gradient profile of line (Route 125) TARVISIO-VILLACH-ST VEIT a.d. GLAN

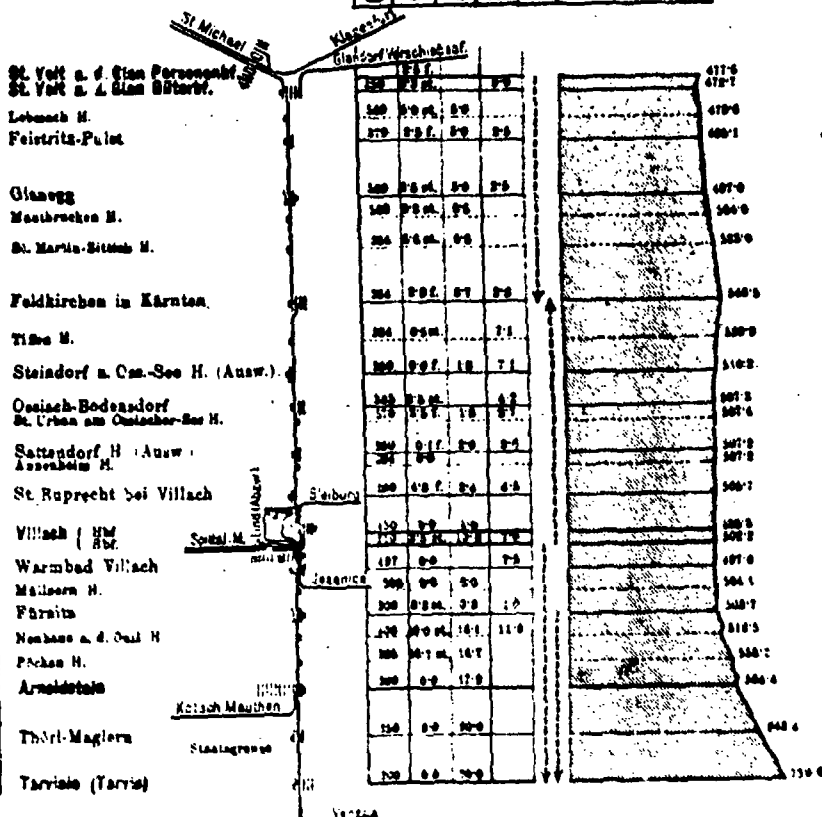
Train despatching centre	Water Turntable	Distance between Stations	Distance along lines	Km. Posts	Telegraphic Block		Block working with Block instruments	
					Without	With	Without	With
1	4	1.4	5.6	321.5				
2		2.3	7.9	323.8				
3		2.2	10.1	326.0				
4		2.6	12.7	328.6				
5		2.2	14.9	330.8				
6		2.2	17.1	333.0				
7		2.2	19.3	335.2				
8		2.2	21.5	337.4				
9		2.2	23.7	339.6				
10		2.2	25.9	341.8				
11		2.2	28.1	344.0				
12		2.2	30.3	346.2				
13		2.2	32.5	348.4				
14		2.2	34.7	350.6				
15		2.2	36.9	352.8				
16		2.2	39.1	355.0				
17		2.2	41.3	357.2				
18		2.2	43.5	359.4				
19		2.2	45.7	361.6				
20		2.2	47.9	363.8				
21		2.2	50.1	366.0				
22		2.2	52.3	368.2				
23		2.2	54.5	370.4				
24		2.2	56.7	372.6				
25		2.2	58.9	374.8				
26		2.2	61.1	377.0				
27		2.2	63.3	379.2				
28		2.2	65.5	381.4				
29		2.2	67.7	383.6				
30		2.2	69.9	385.8				
31		2.2	72.1	388.0				
32		2.2	74.3	390.2				
33		2.2	76.5	392.4				
34		2.2	78.7	394.6				
35		2.2	80.9	396.8				
36		2.2	83.1	399.0				
37		2.2	85.3	401.2				
38		2.2	87.5	403.4				
39		2.2	89.7	405.6				
40		2.2	91.9	407.8				
41		2.2	94.1	410.0				
42		2.2	96.3	412.2				
43		2.2	98.5	414.4				
44		2.2	100.7	416.6				
45		2.2	102.9	418.8				
46		2.2	105.1	421.0				
47		2.2	107.3	423.2				
48		2.2	109.5	425.4				
49		2.2	111.7	427.6				
50		2.2	113.9	429.8				
51		2.2	116.1	432.0				
52		2.2	118.3	434.2				
53		2.2	120.5	436.4				
54		2.2	122.7	438.6				
55		2.2	124.9	440.8				
56		2.2	127.1	443.0				
57		2.2	129.3	445.2				
58		2.2	131.5	447.4				
59		2.2	133.7	449.6				
60		2.2	135.9	451.8				
61		2.2	138.1	454.0				
62		2.2	140.3	456.2				
63		2.2	142.5	458.4				
64		2.2	144.7	460.6				
65		2.2	146.9	462.8				
66		2.2	149.1	465.0				
67		2.2	151.3	467.2				
68		2.2	153.5	469.4				
69		2.2	155.7	471.6				
70		2.2	157.9	473.8				
71		2.2	160.1	476.0				
72		2.2	162.3	478.2				
73		2.2	164.5	480.4				
74		2.2	166.7	482.6				
75		2.2	168.9	484.8				
76		2.2	171.1	487.0				
77		2.2	173.3	489.2				
78		2.2	175.5	491.4				
79		2.2	177.7	493.6				
80		2.2	179.9	495.8				
81		2.2	182.1	498.0				
82		2.2	184.3	500.2				
83		2.2	186.5	502.4				
84		2.2	188.7	504.6				
85		2.2	190.9	506.8				
86		2.2	193.1	509.0				
87		2.2	195.3	511.2				
88		2.2	197.5	513.4				
89		2.2	199.7	515.6				
90		2.2	201.9	517.8				
91		2.2	204.1	520.0				
92		2.2	206.3	522.2				
93		2.2	208.5	524.4				
94		2.2	210.7	526.6				
95		2.2	212.9	528.8				
96		2.2	215.1	531.0				
97		2.2	217.3	533.2				
98		2.2	219.5	535.4				
99		2.2	221.7	537.6				
100		2.2	223.9	539.8				

— v. Siehe Teil K 3 des Reglementes.

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30

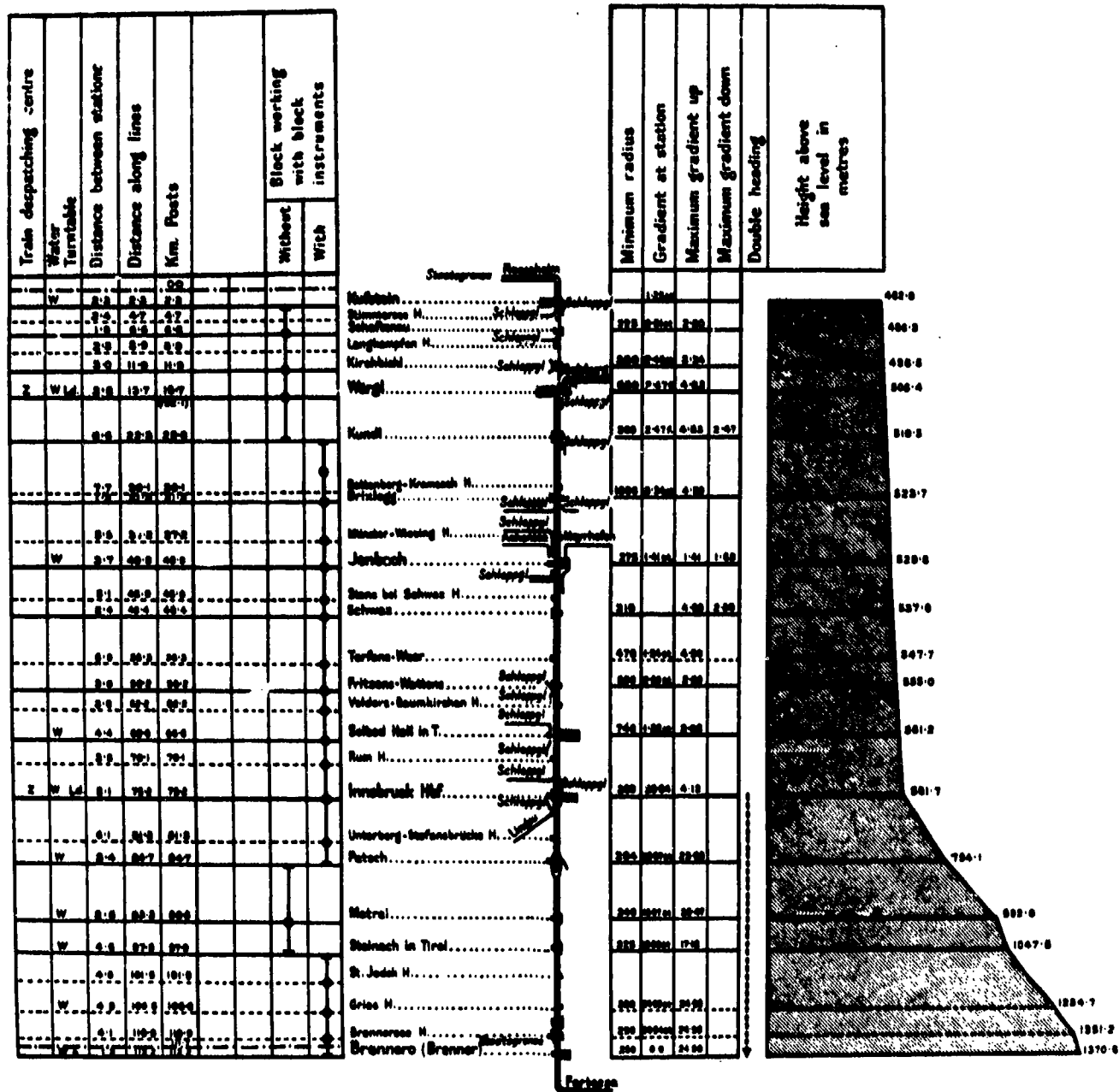
V. v. H. Hauptst.
V. v. H. Hauptst. (Abw. Tassenbachst.)
V. v. H. Hauptst. (Abw. Tassenbachst.)

Minimum radius	Gradient at Station	Maximum gradient up	Maximum gradient down	Double heading	Height above Sea level in Metres
----------------	---------------------	---------------------	-----------------------	----------------	----------------------------------

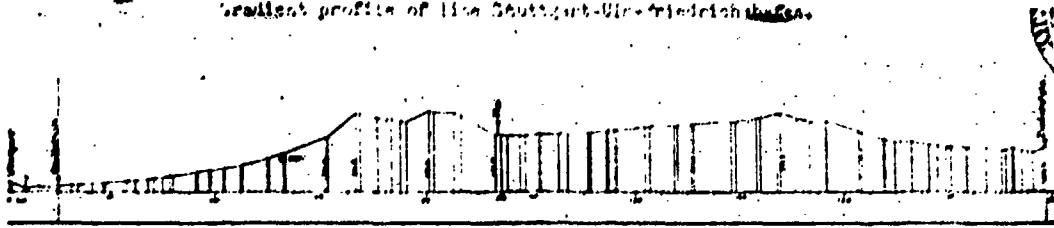


Gradient profile of line (Route 123a)

BRENNER - KUFSTEIN

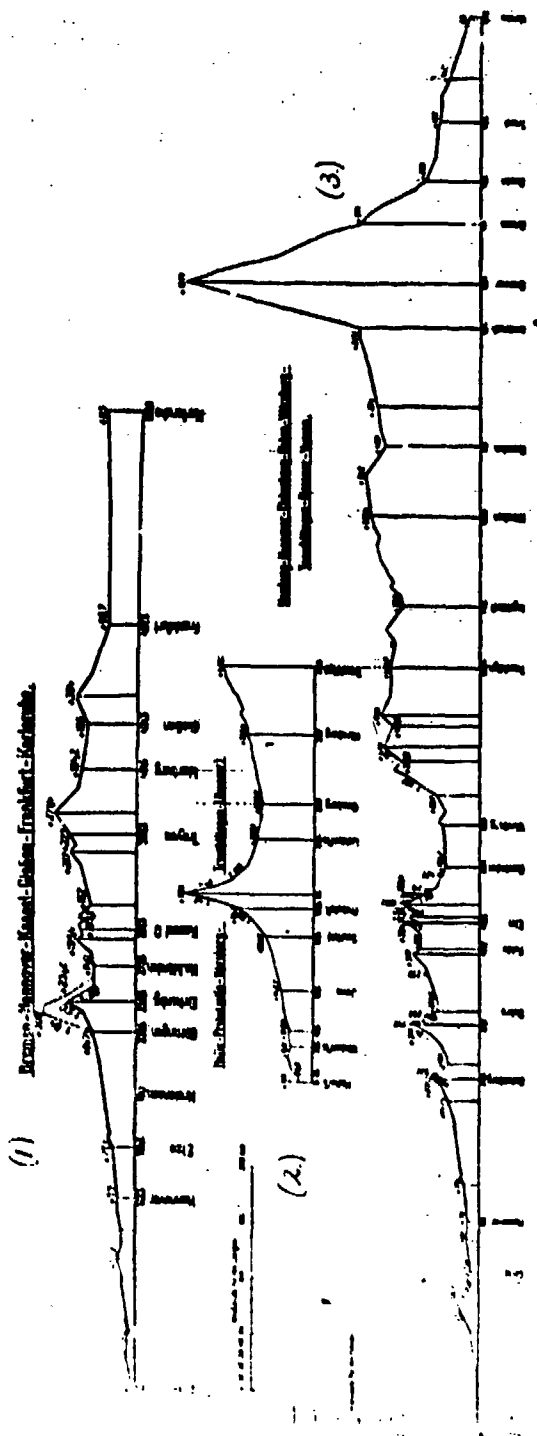


Gradient profile of line Stuttgart-Ulm-Friedrichshafen.

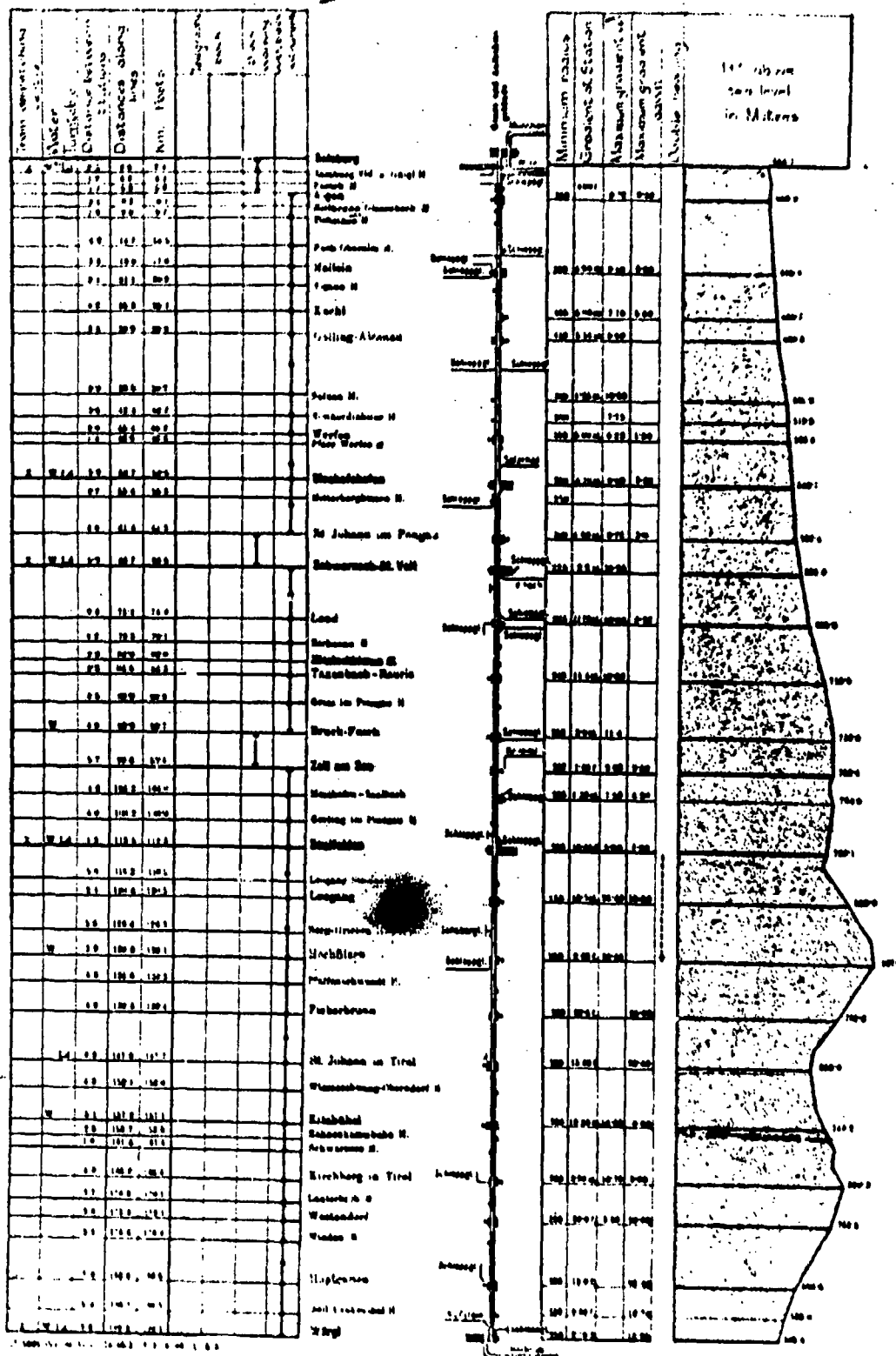


PLAN NO. 23

Gradient profile of line (1) Frankfurt-Karlsruhe.
 (2) Halle-Nürnberg-Freuchtlingen.
 (3) Elm-Gemünden-Kurtzberg-Kuchen-Rosenheim-Brenner.



GRADIENT PROFILE: WORGL-SALZBURG (ROUTE 124)





MULHOUSE
(MÜLHAUSEN)

Railway Facilities

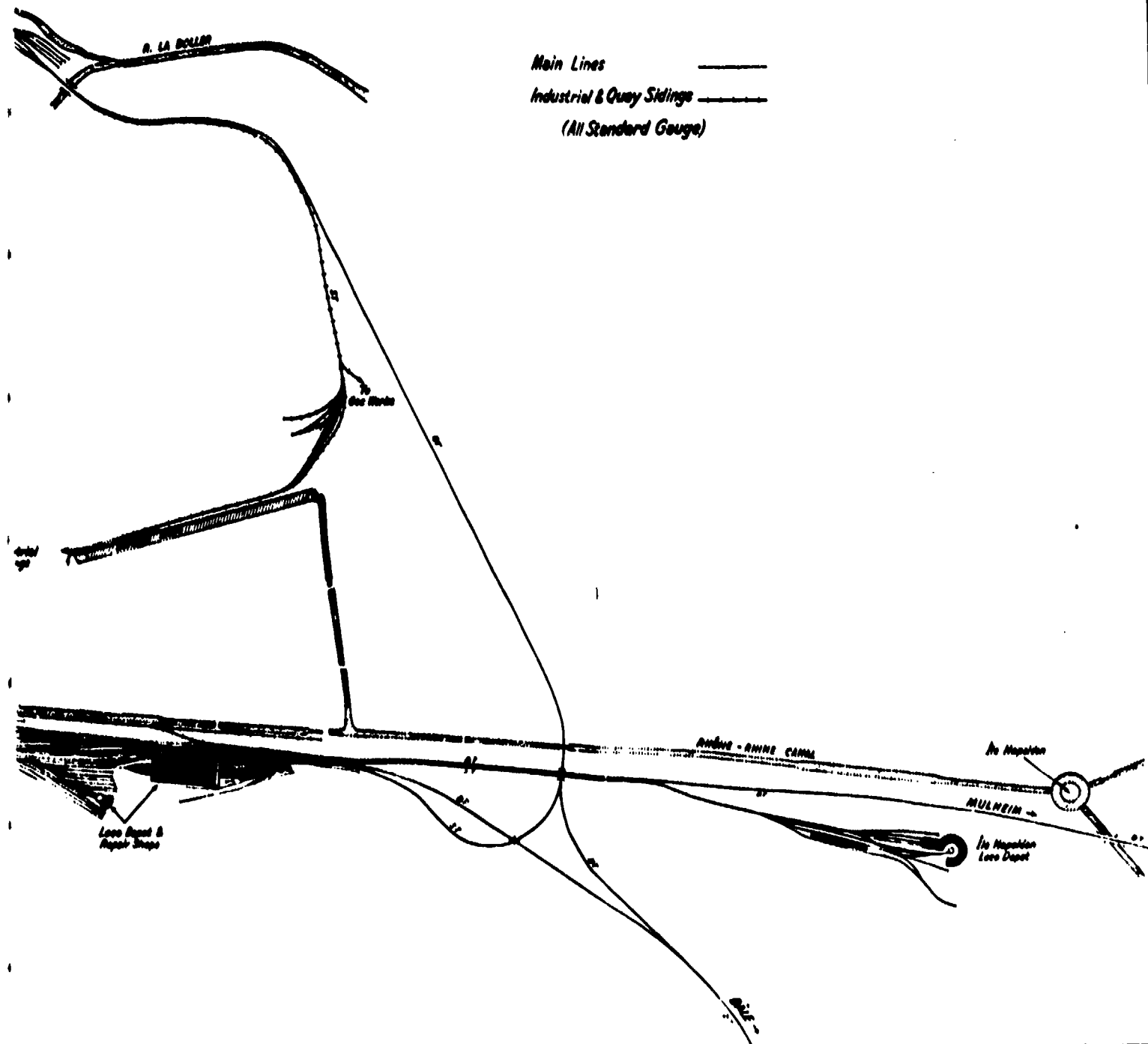
*Produced at A.C.I.U. from Photographs
of May 1944.*

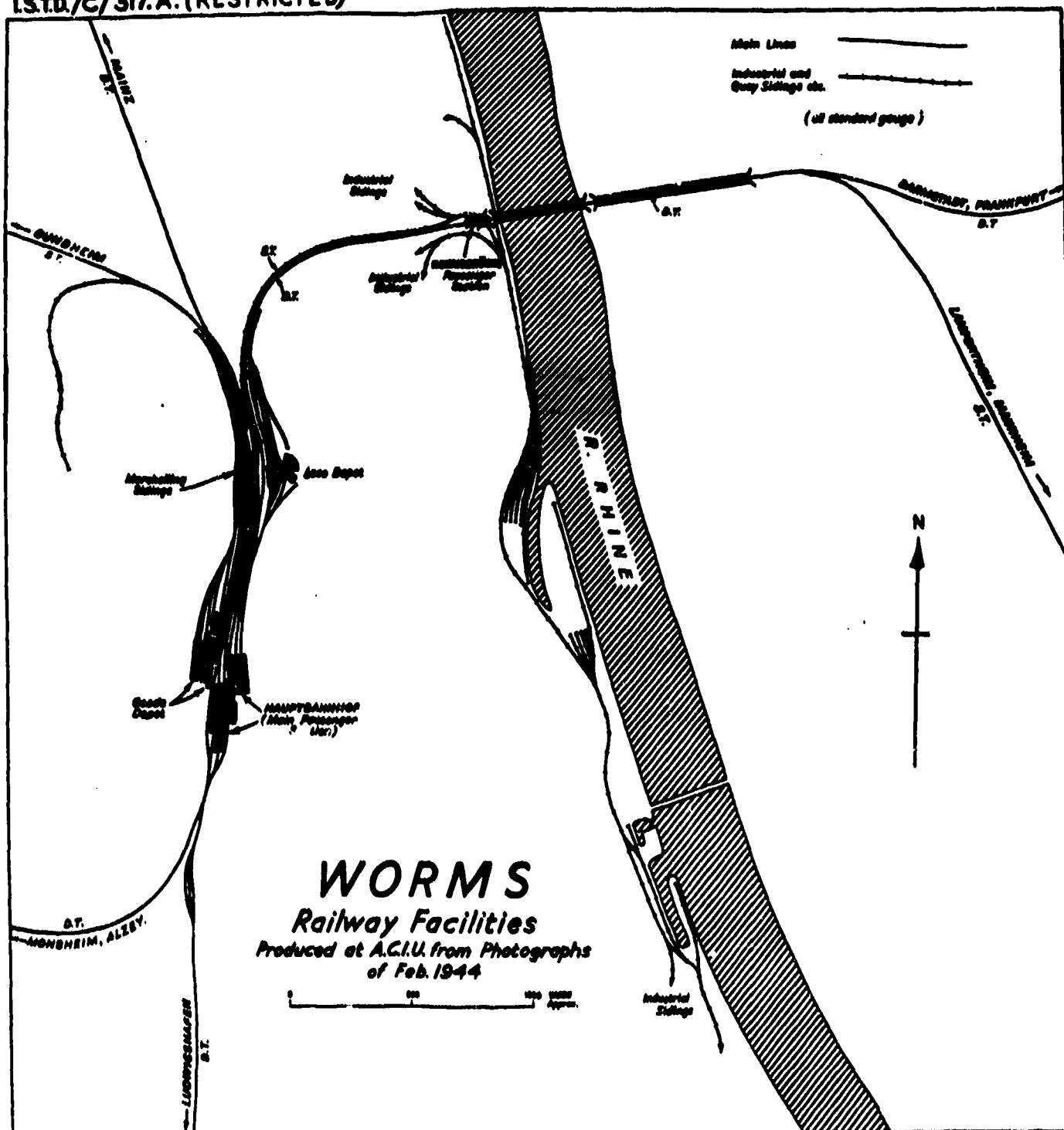


Main Lines

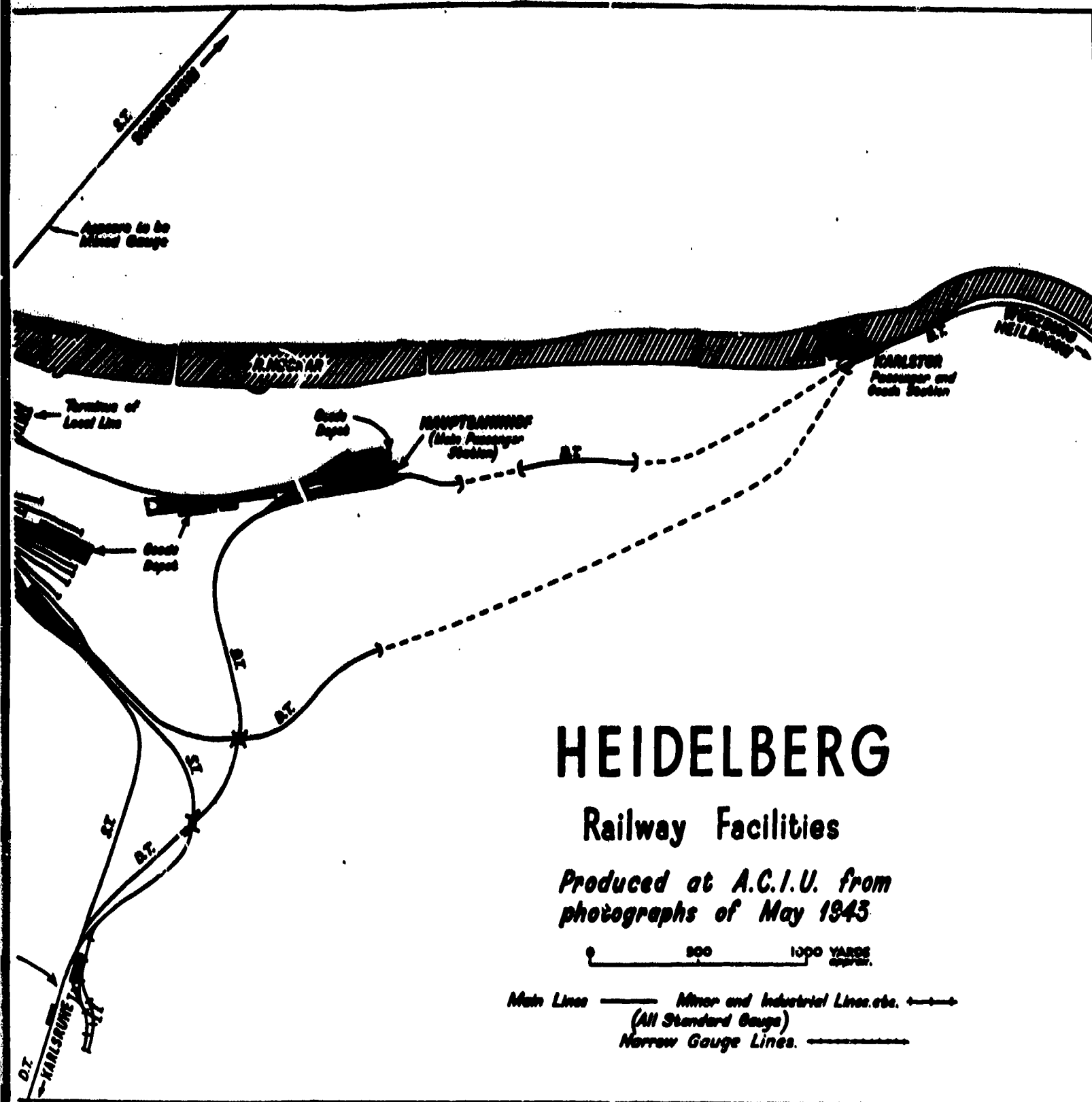
Industrial & Quay Sidings

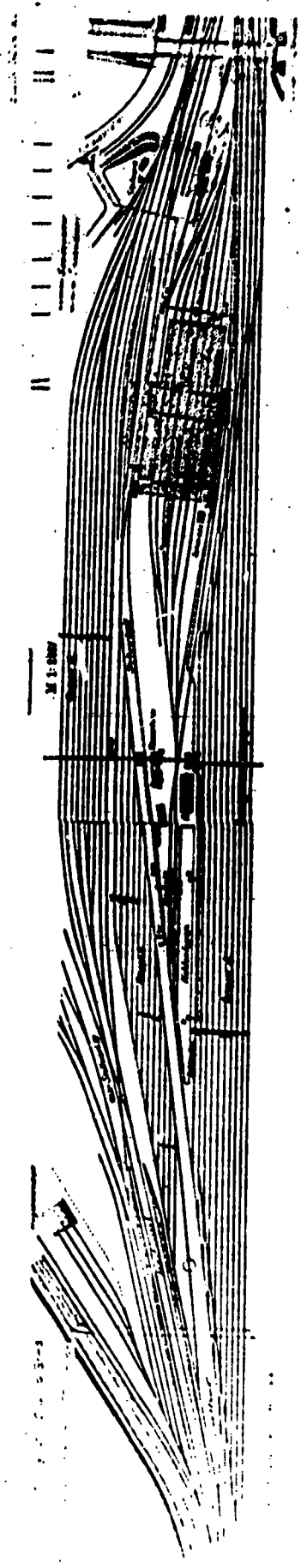
(All Standard Gauge)





[illegible]

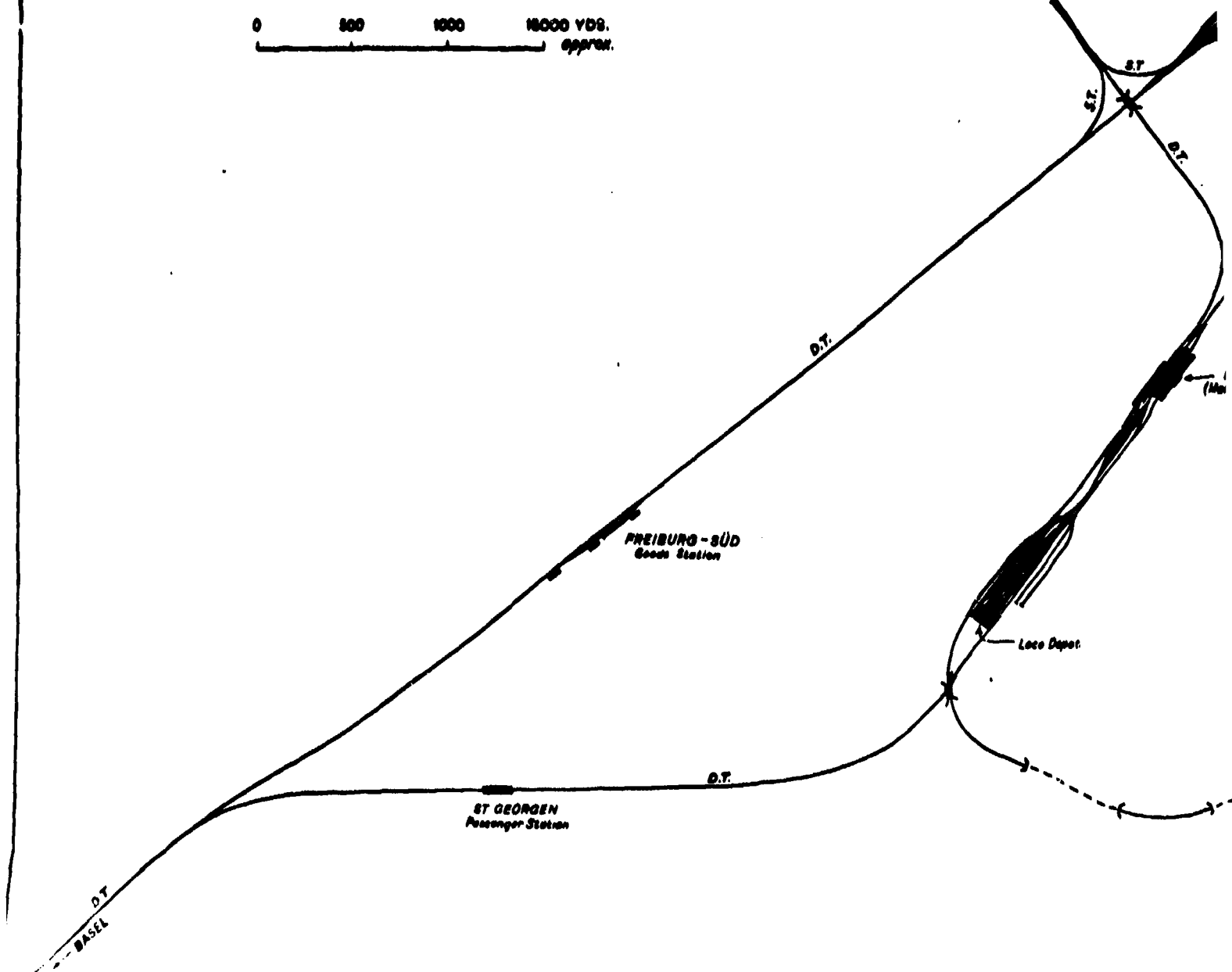




FREIBURG

Railway Facilities.

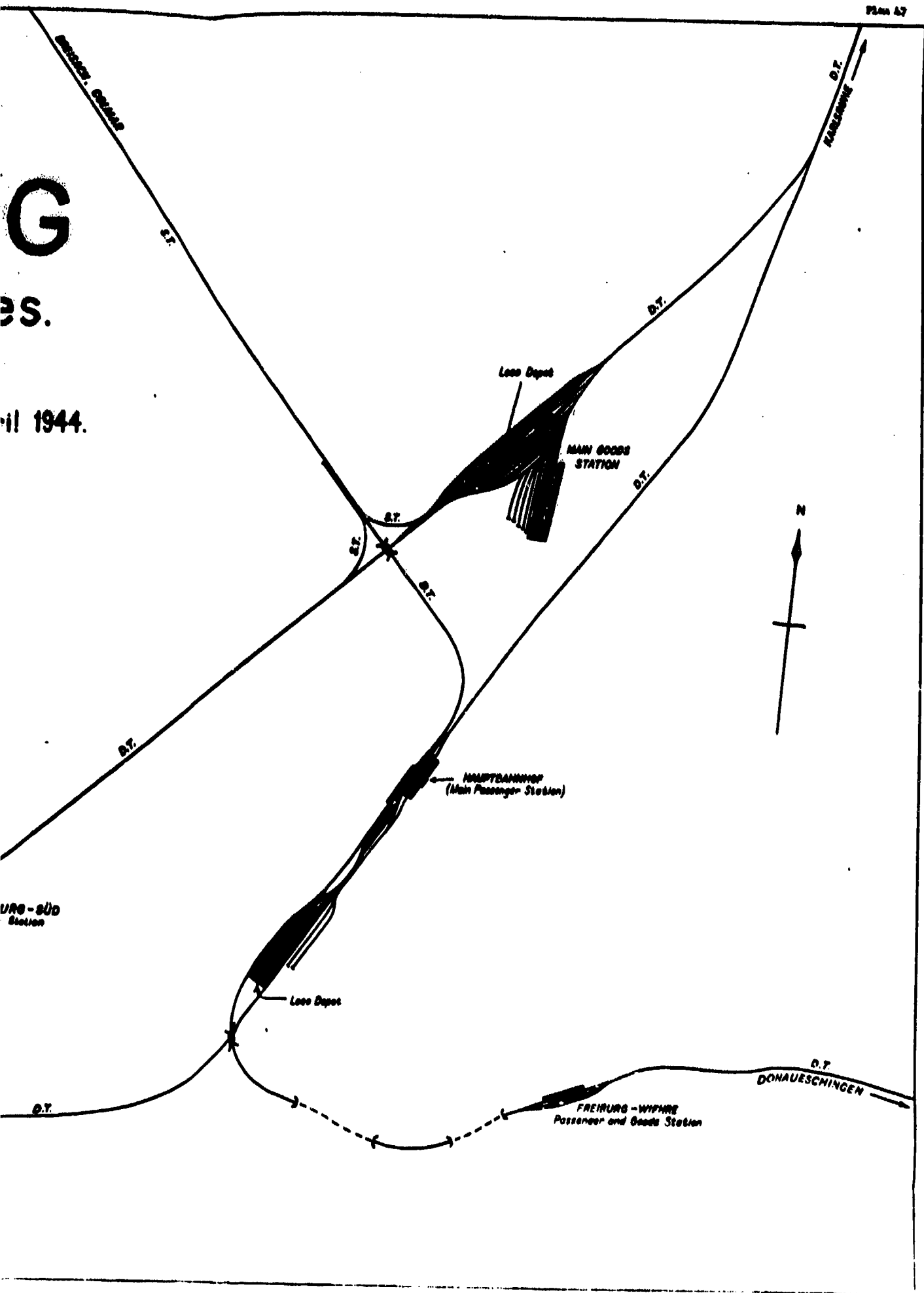
Produced at A.C.I.U.
from photographs of April 1943 and April 1944.



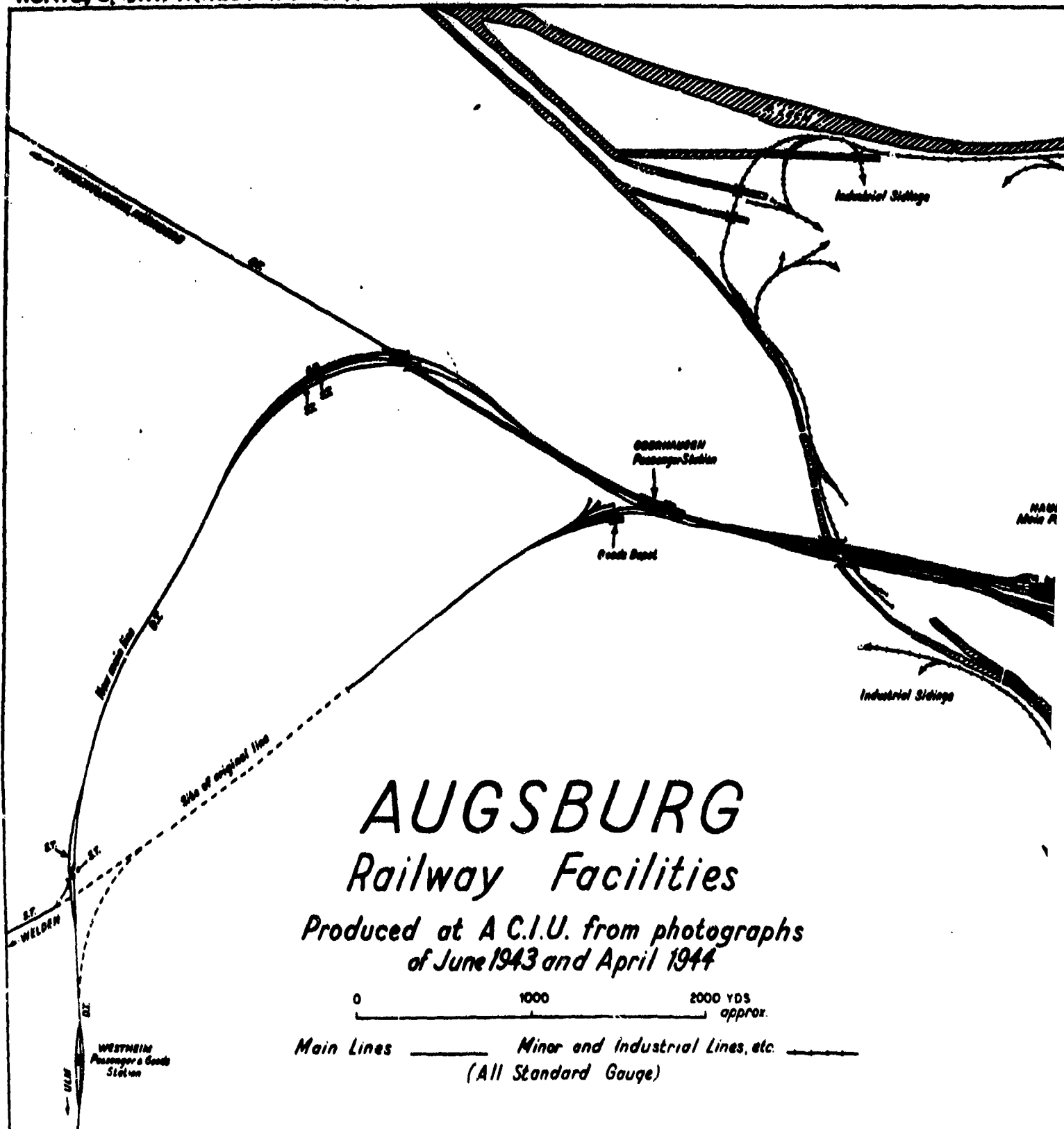
G

ES.

il 1944.

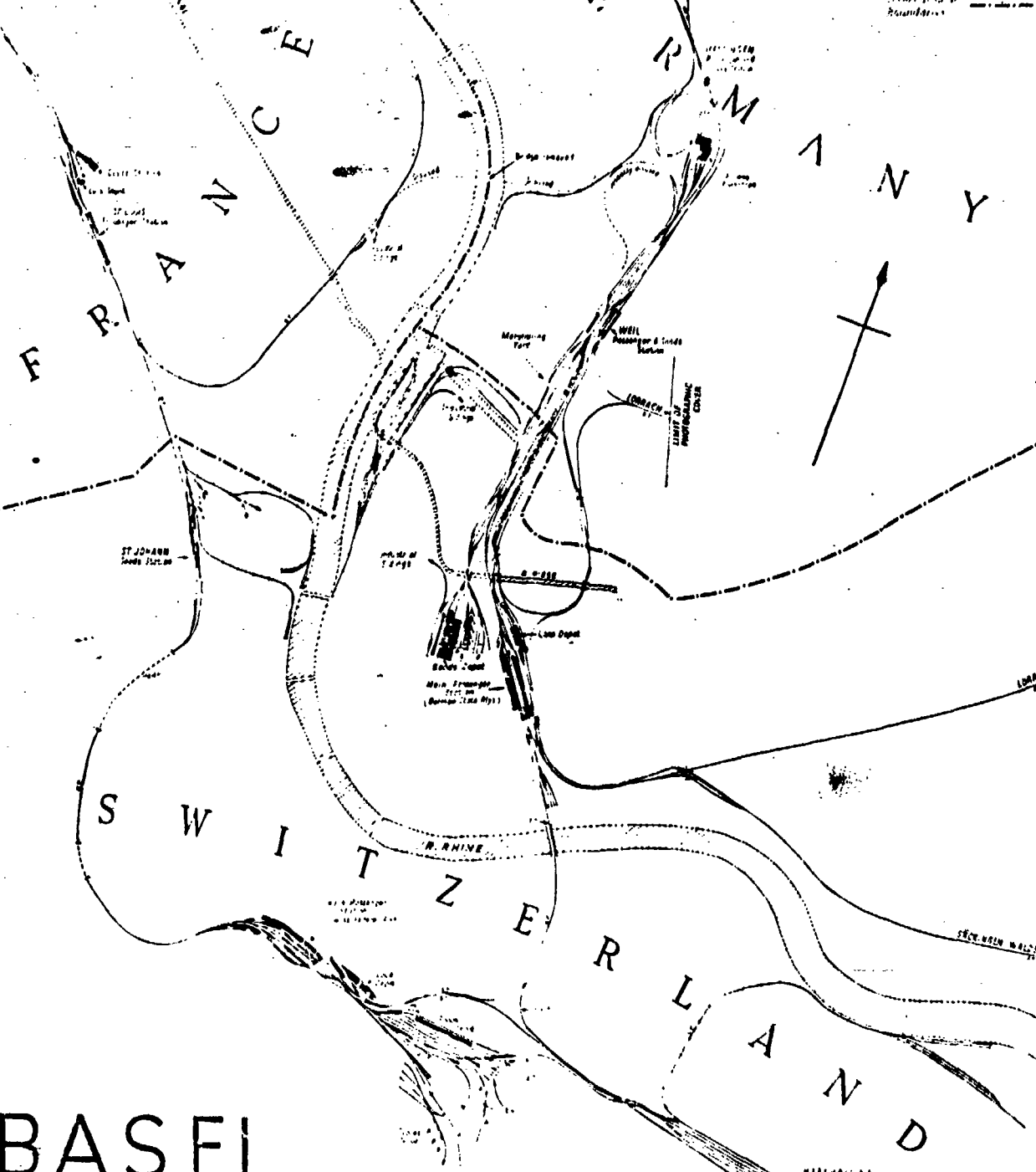


I.S.T.D/C/317.A.(RESTRICTED).





Scale of Miles
 0 1 2 3 4 5
 Scale of Kilometers
 0 1 2 3 4 5
 Direction of Flow of Rhine



BASEL (BÂLE)

Railway Facilities

I.S.T.D./C/317/A (RESTRICTED)

RAILWAY MARSHALLING YARD, ETC. — KARLSRUHE (GERMANY)

PLAN 44D

Photographed 17 September 1941

0 500 1000 1500 2000 2500 3000 FEET
(1:8,900) approx. 1 MILE

Issued April 1943



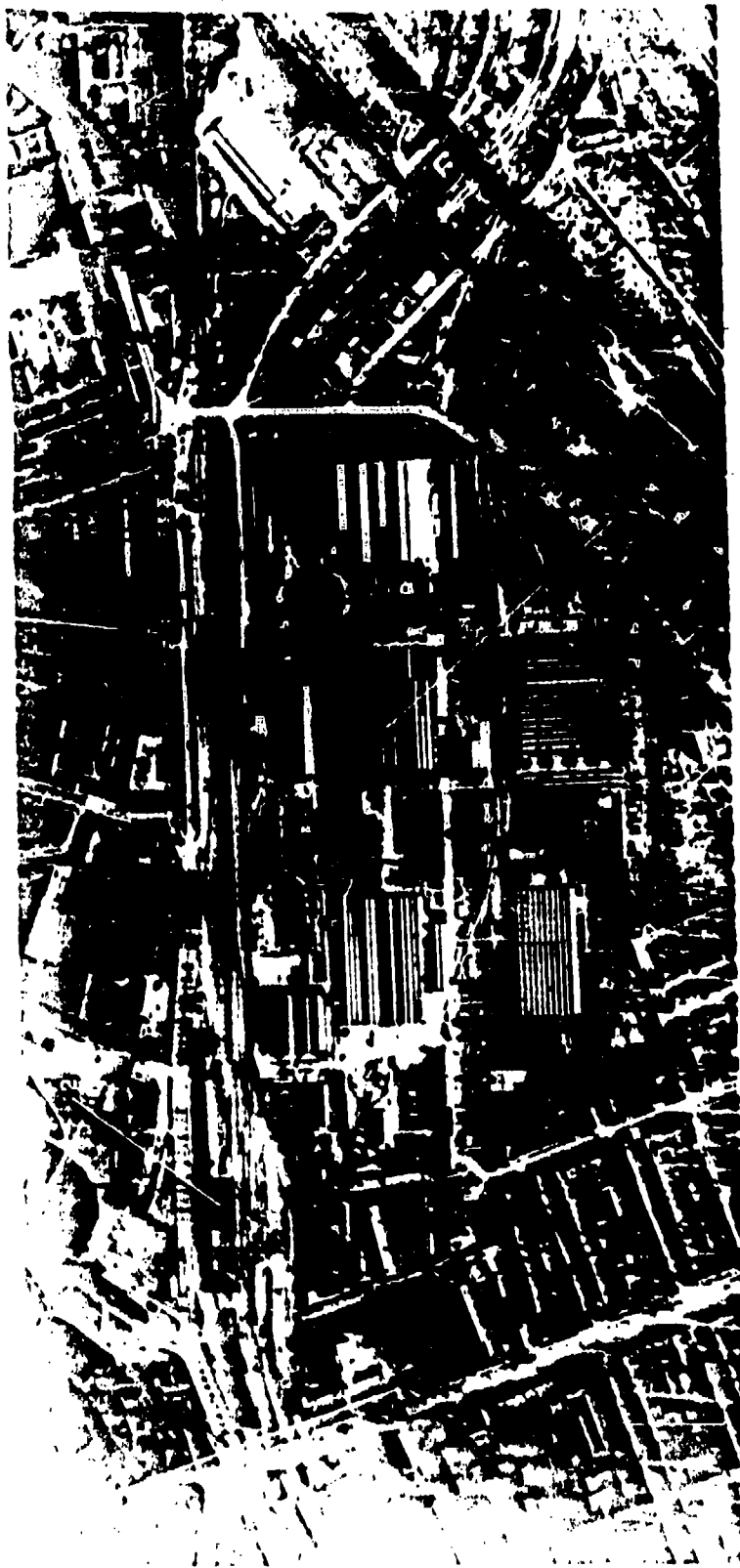


KARLSRUHE - WEST

1. Passenger Station
2. Goods Station

Scale (Approx.)





KARLSRUHE Goods Station
and Workshops

1. Repair Shops (Loco)

2. Goods Station

Scale (Approx)





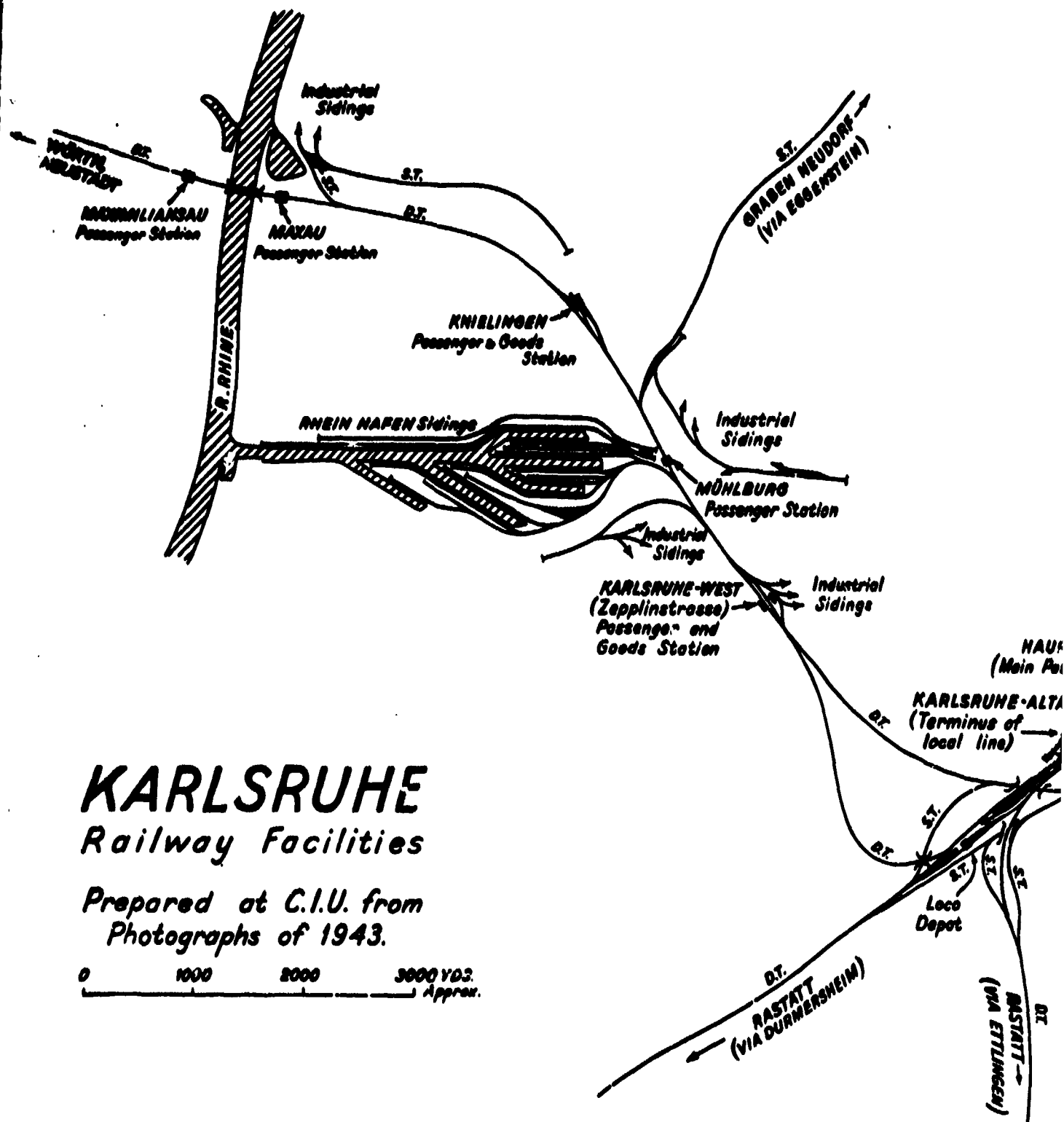
KARLSRUHE - Hauptbahnhof

1. Hauptbahnhof (Main Passenger Station)
2. Altbahnhof (Local line to
HERRENALB ITTERSBAACH.)
- 3 Carriage Sidings.

Scale (Approx.)

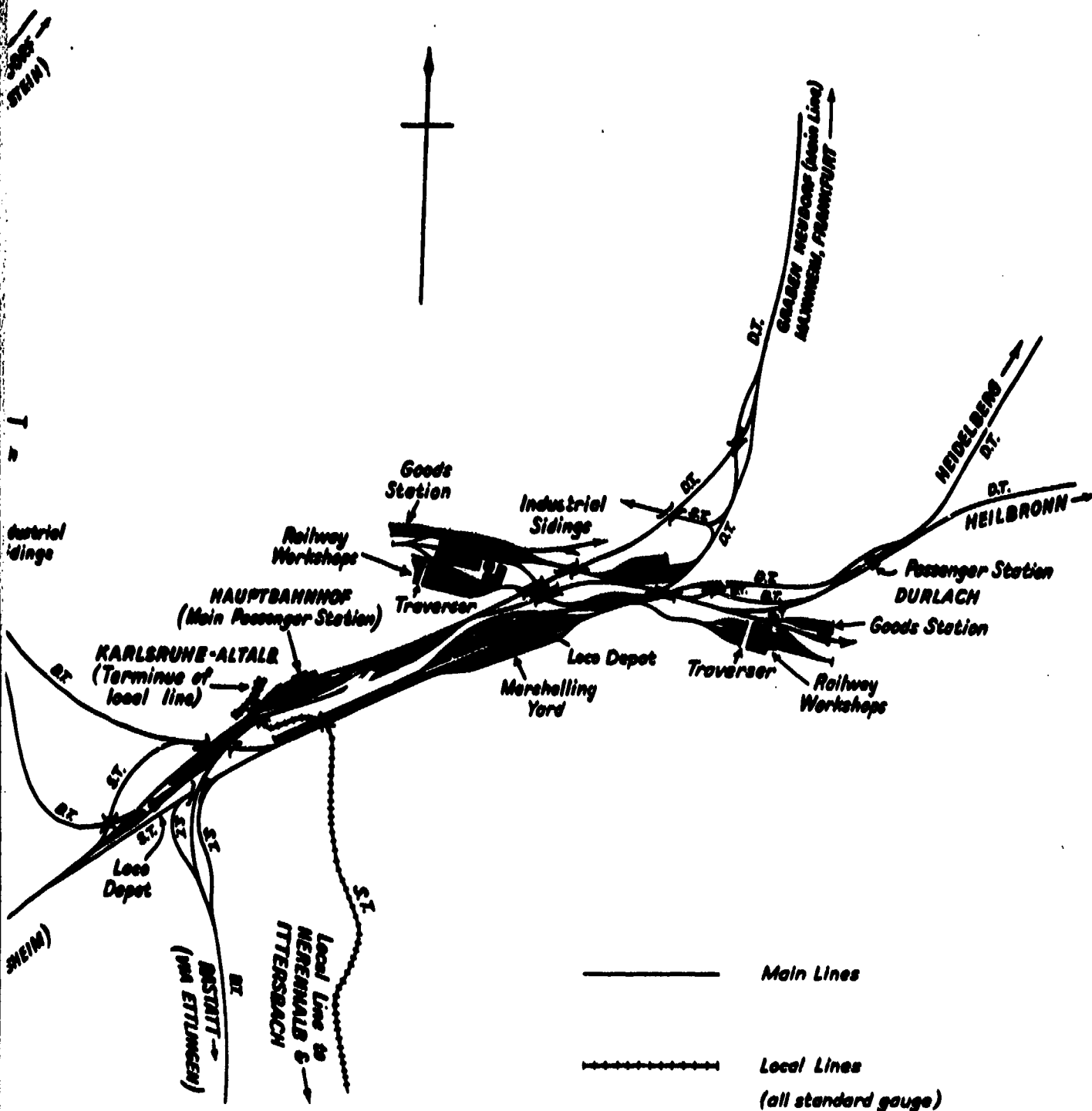


I.S.T.D./C/317/A (RESTRICTED)



Inter-Service Topographical Department

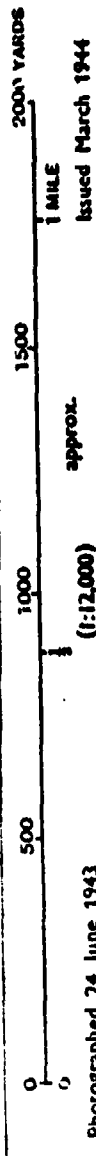
Printed under the Superintendence of Vice-Admiral Sir John Edgell



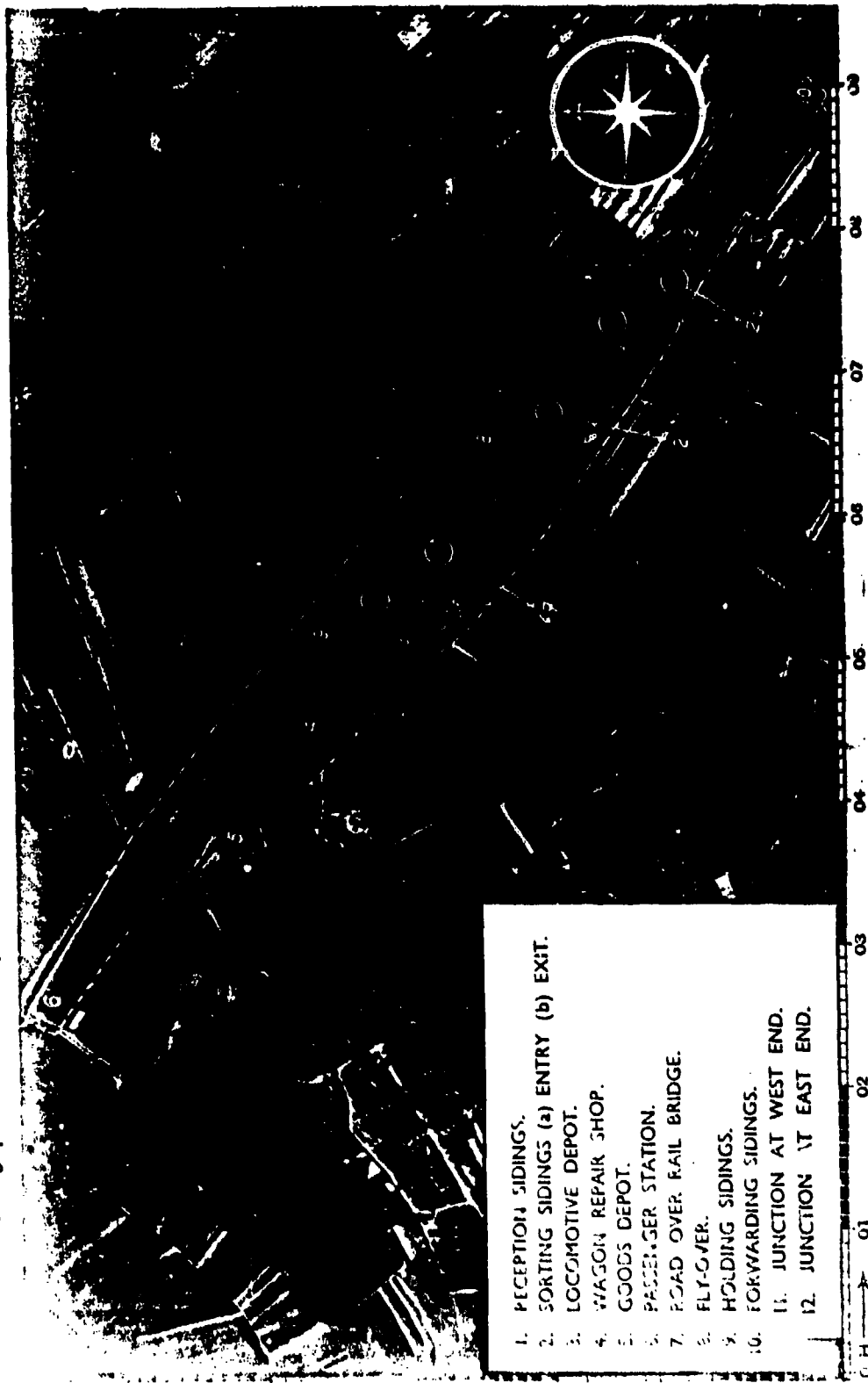
I.S.T.D./C/317/A (RESTRICTED)

PLAN 43 A

RAILWAY MARSHALLING YARD — BISCHOFSEHEIM near MAINZ
(GERMANY)

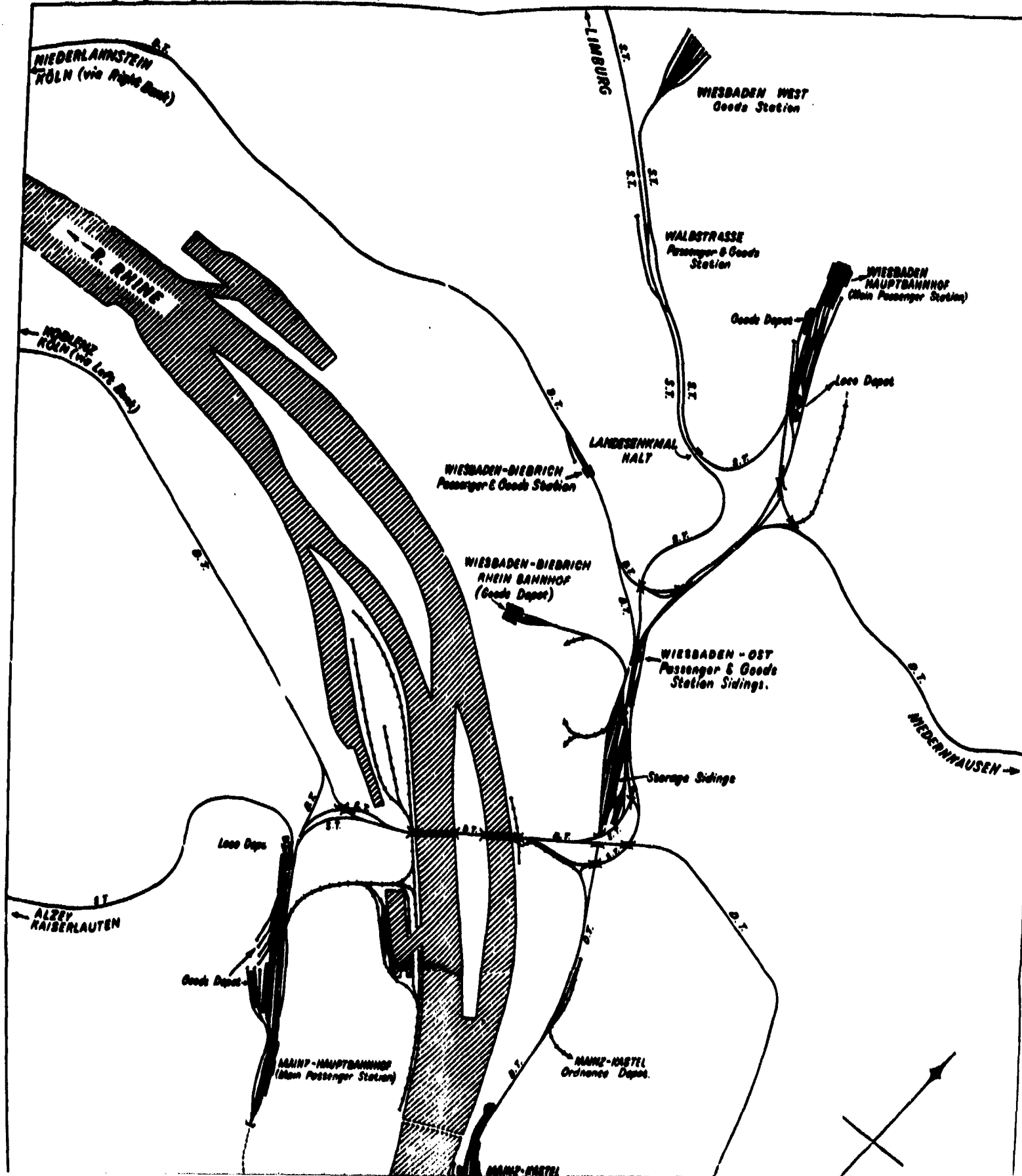


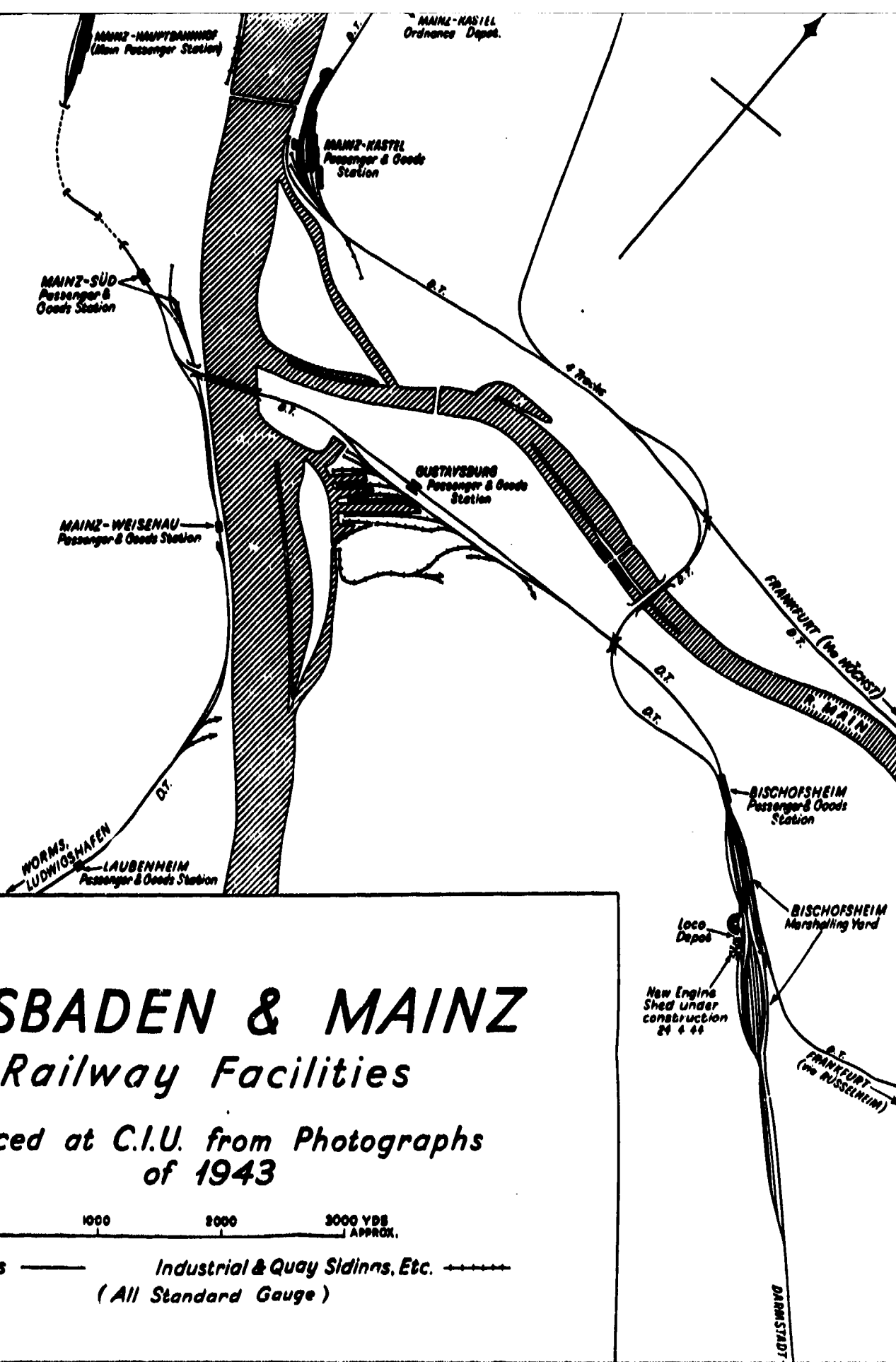
Photographed 24 June 1943



1. RECEIVING SIDINGS.
2. SORTING SIDINGS (a) ENTRY (b) EXIT.
3. LOCOMOTIVE DEPOT.
4. WAGON REPAIR SHOP.
5. GOODS DEPOT.
6. PASSENGER STATION.
7. ROAD OVER RAIL BRIDGE.
8. FLY-OVER.
9. HOLDING SIDINGS.
10. FORWARDING SIDINGS.
11. JUNCTION AT WEST END.
12. JUNCTION AT EAST END.

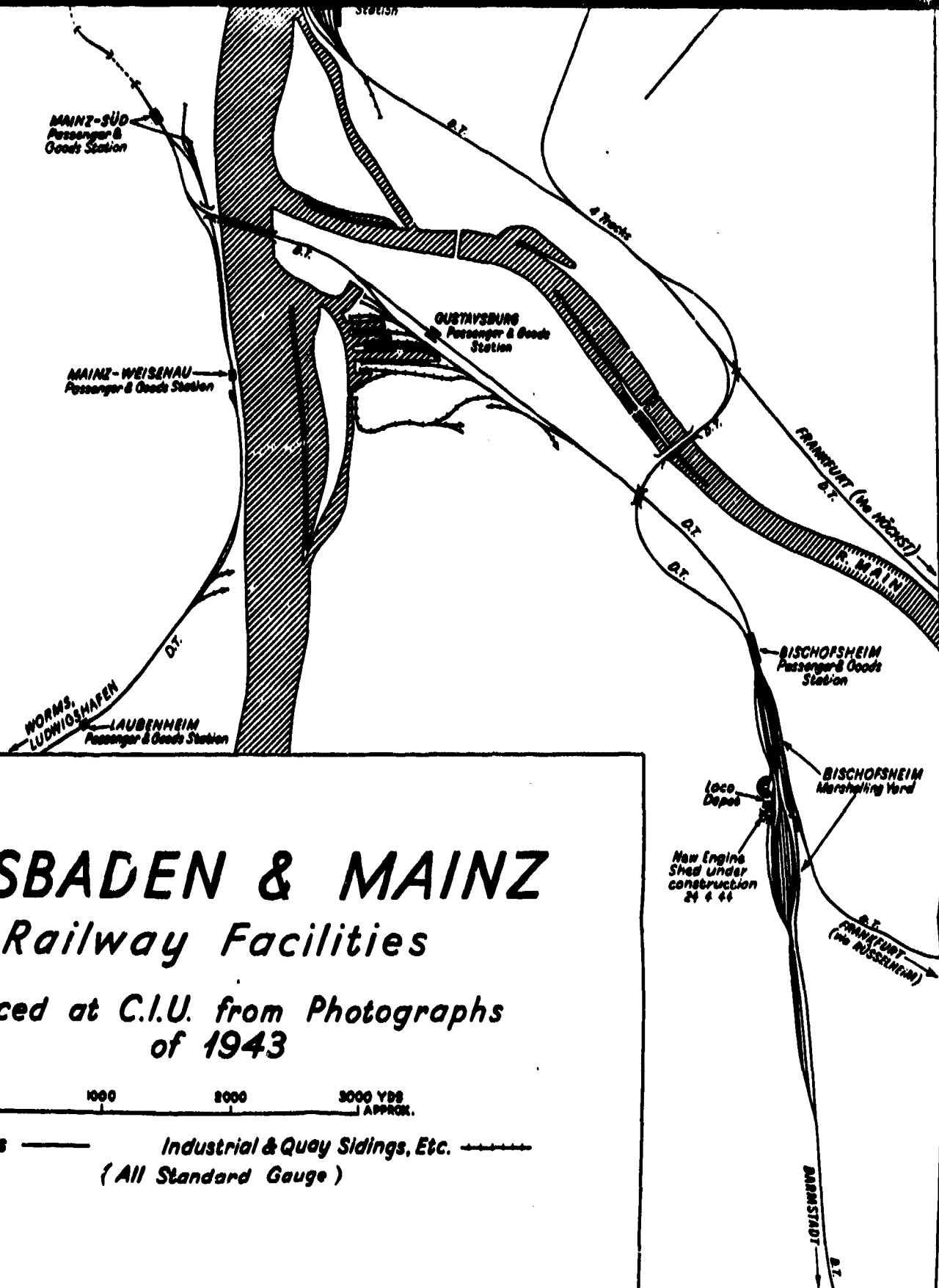
CH





WIESBADEN & MAINZ Railway Facilities

Produced at C.I.U. from Photographs
of 1943



WIESBADEN & MAINZ

Railway Facilities

Produced at C.I.U. from Photographs
of 1943

1900, 8.17.1.

Ordnung der Partikulare des Eisenbahnwesens.

Abb. 1 und 2 bis 12 Die neue Lokomotivwerkstätte
in Darmstadt.

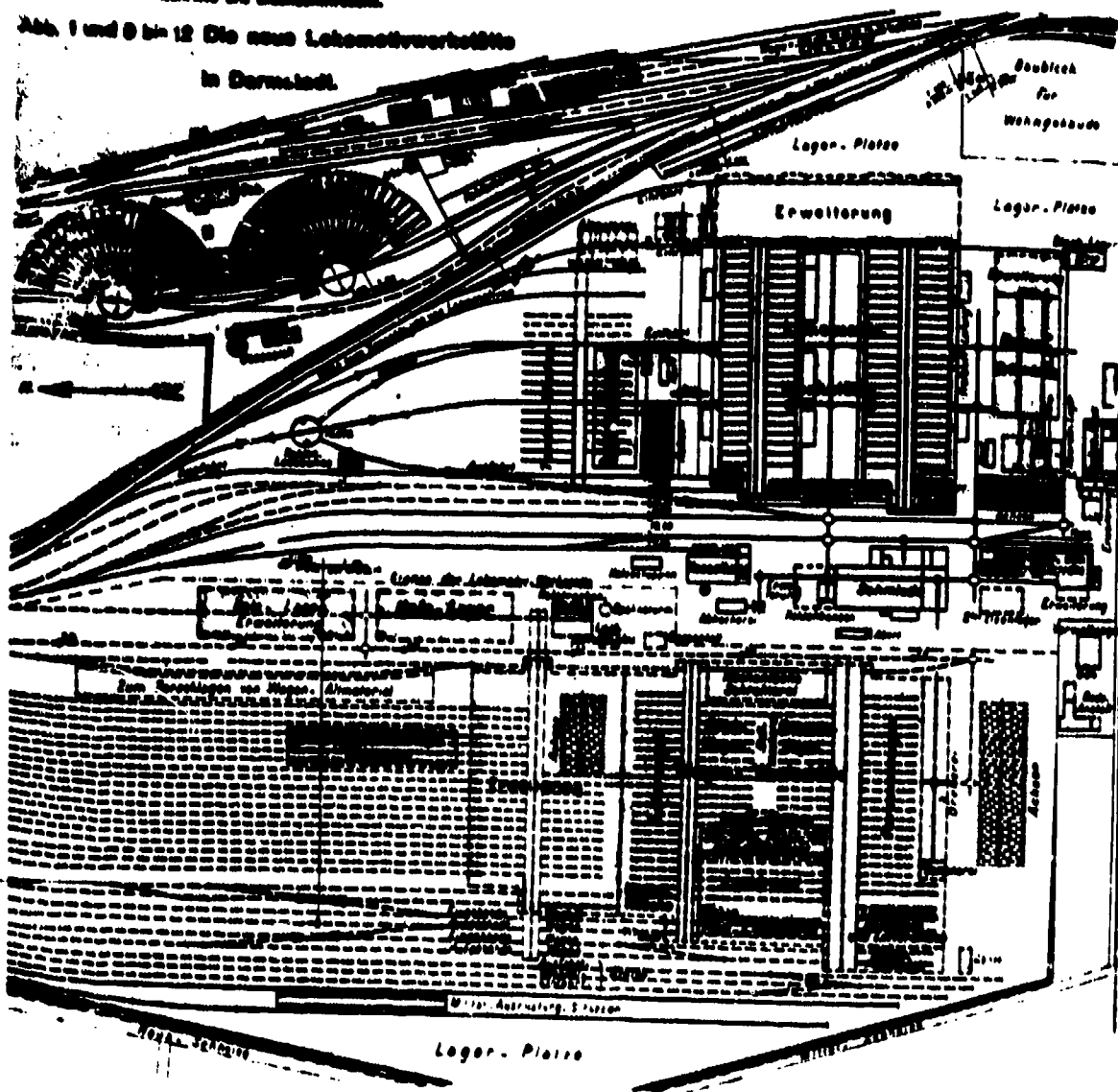
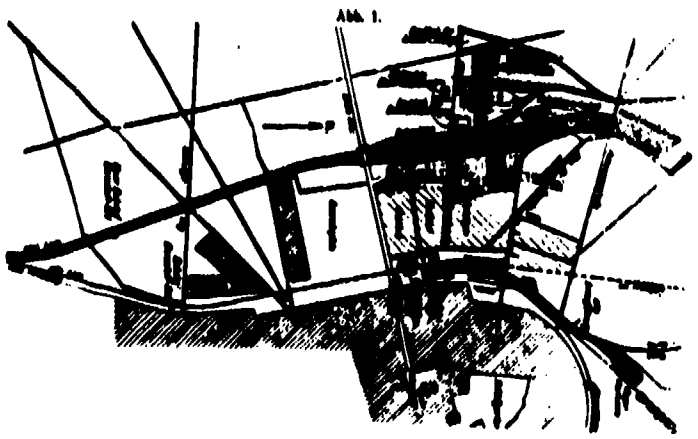
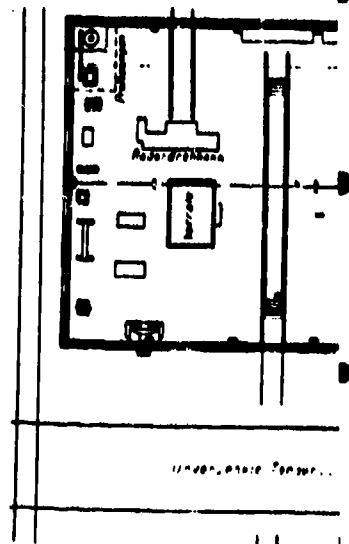
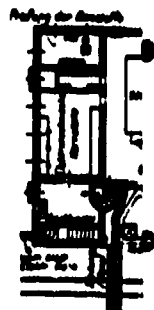


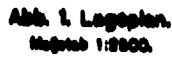
Abb. 1. Lageplan.
Maßstab 1:2500.

Abb. 12



Darmstadt. Diagram of Locomotive and Carriage and Wagon
Workshops.

John J. McGowan

[illegible]

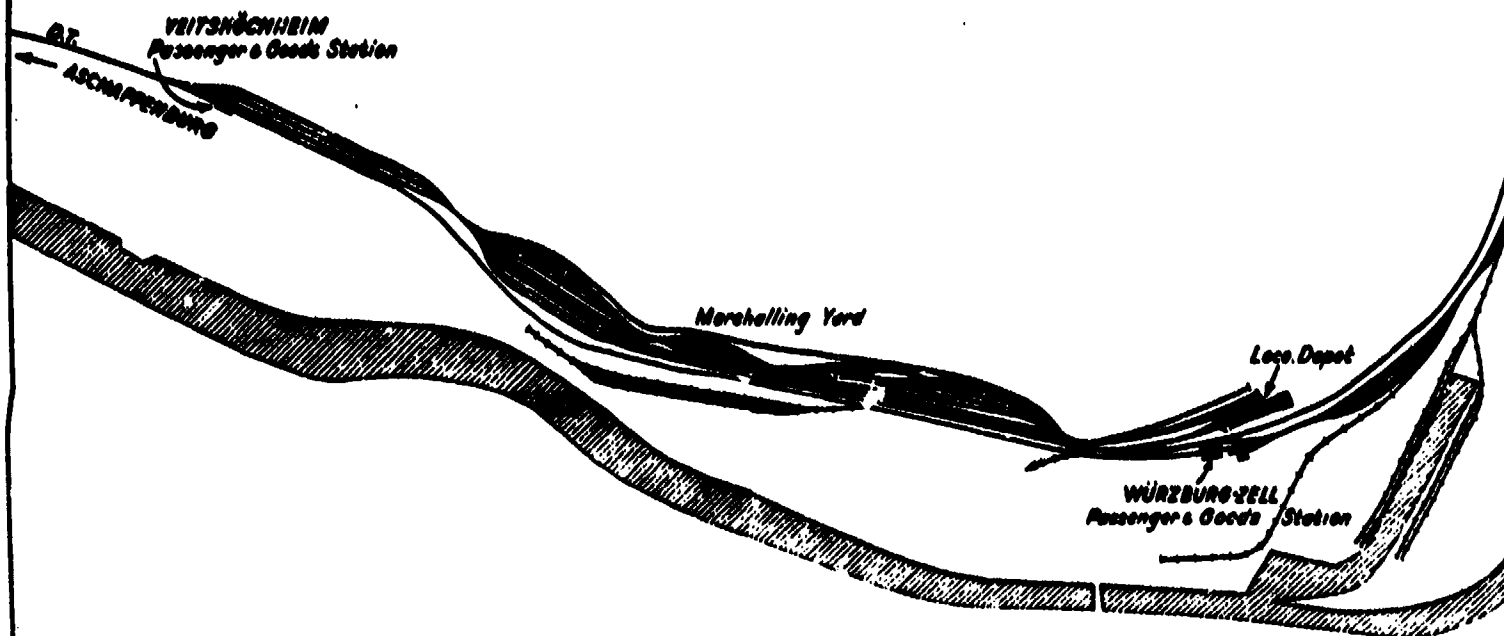
3. Diagram of Locomotive and Carriage and Wagon Workshops.

WÜRZBURG

Railway Facilities

Prepared at C.I.I. from photographs of 25-2-44

0 500 1000 1500 YDS. APPROX.





Industrial Sidings

Leas Depot & Repair Shop

Goods Depot

HAUPTBAHNHOF
Main Passenger Station

Goods Depot

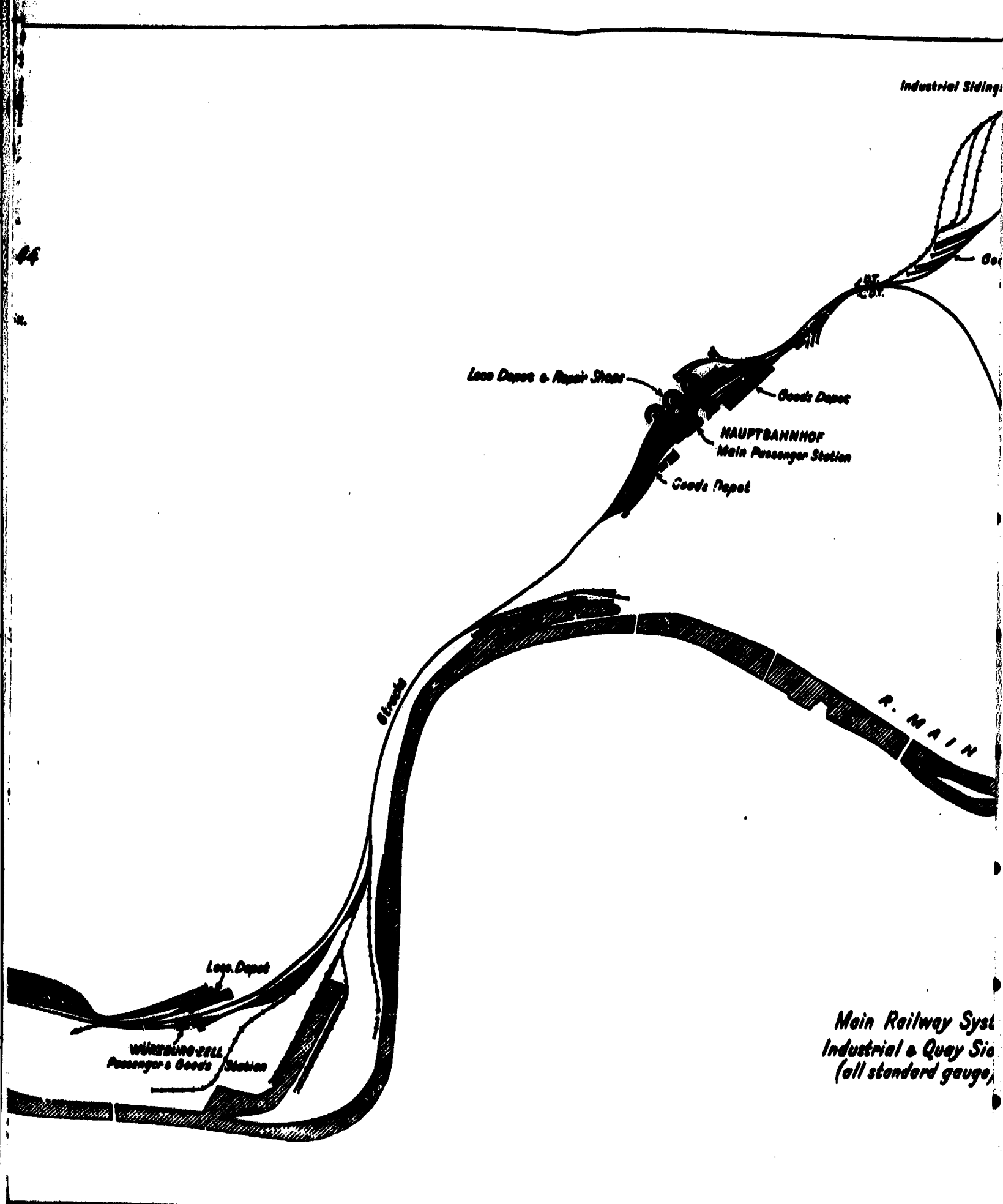
Strecke

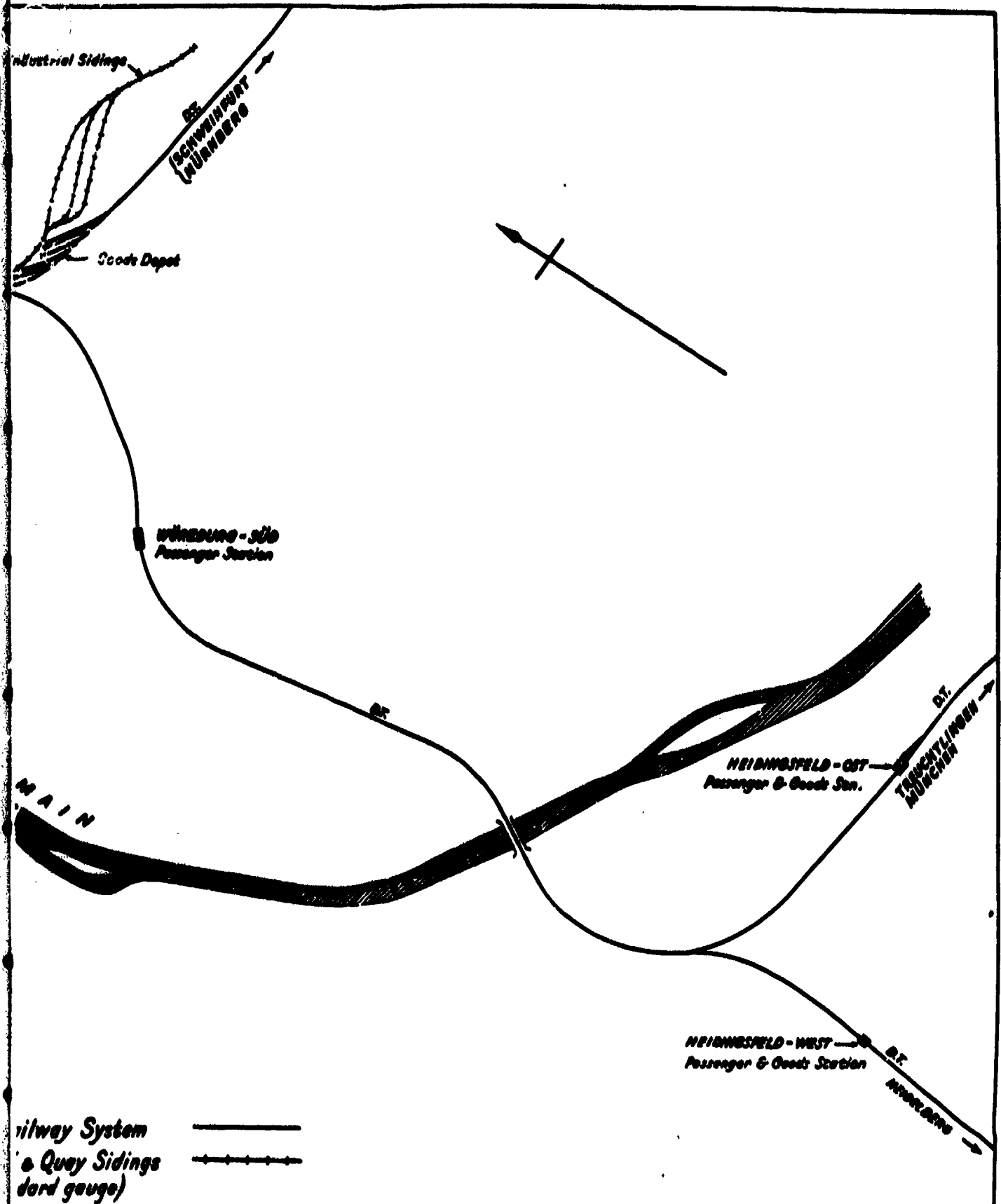
R. MAIN

Leas Depot

WILHELM-RELL
Passenger & Goods Station

Main Railway Syst
Industrial & Quay Sta
(all standard gauge)



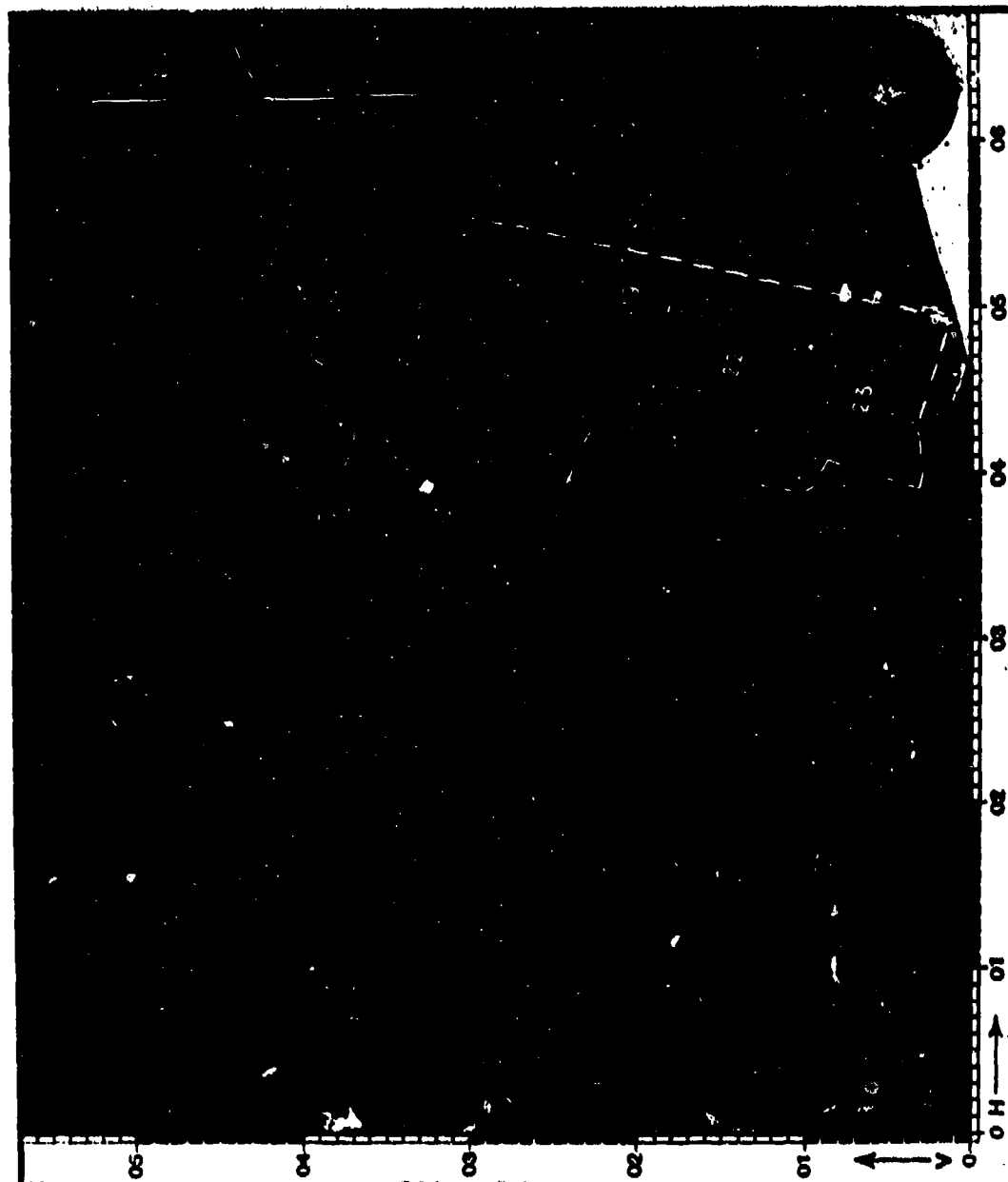
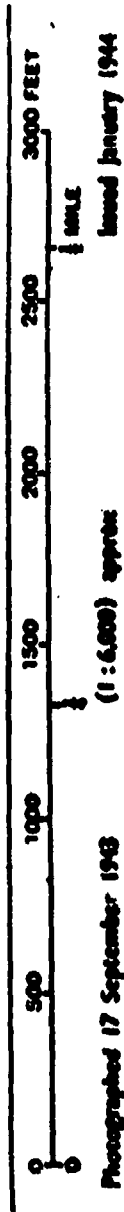


I.S.T.D./C/317/A (RESTRICTED)

RAILWAY MARSHALLING YARD, Etc.

ULM (GERMANY)

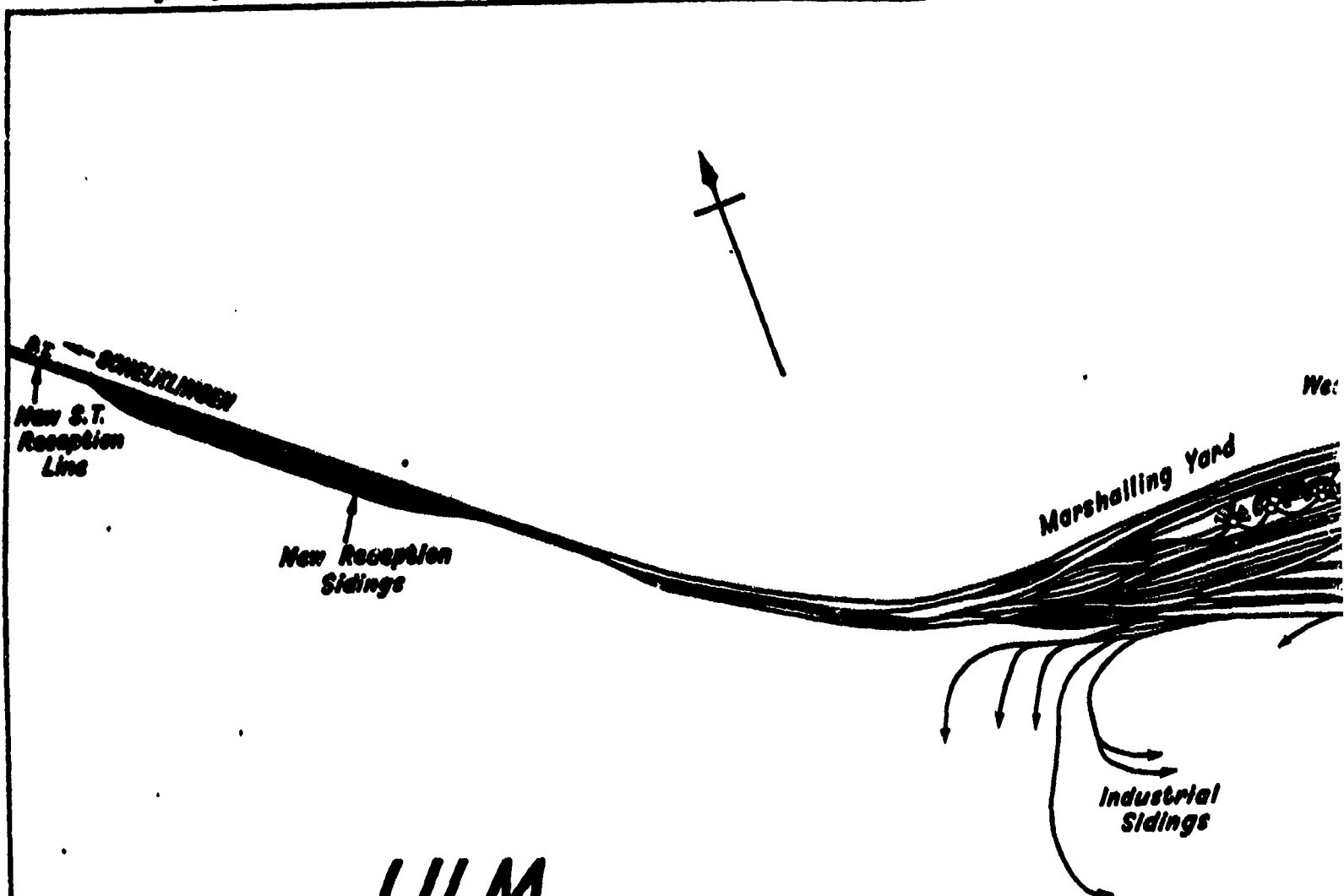
PLAN 41A



A.F.V. and M.T. WORKS.

1. Possible Heat Treatment Shop.
2. Workshop.
3. Storage and Despatch.
4. Unidentified.
5. Stores.
6. Administrative Buildings.
7. Open Storage.
8. Power Plant.
9. Workshop.
10. Possible Heat Treatment and Press Shop.
11. Extension of (10).
12. Main Workshop, including Heat Treatment and Foundry.
13. Probable Final Assembly.
14. Loading Shed.
15. Workshop.
16. Main Rail Depot.
17. Rail Storage Shed.
18. Open Storage.
19. Workshop.
20. Workshop or Store.
21. Assembly Shop.
22. Large Workshop.
23. Extensive Area of Open Storage.

I.S.T.D./C/317/A (RESTRICTED)

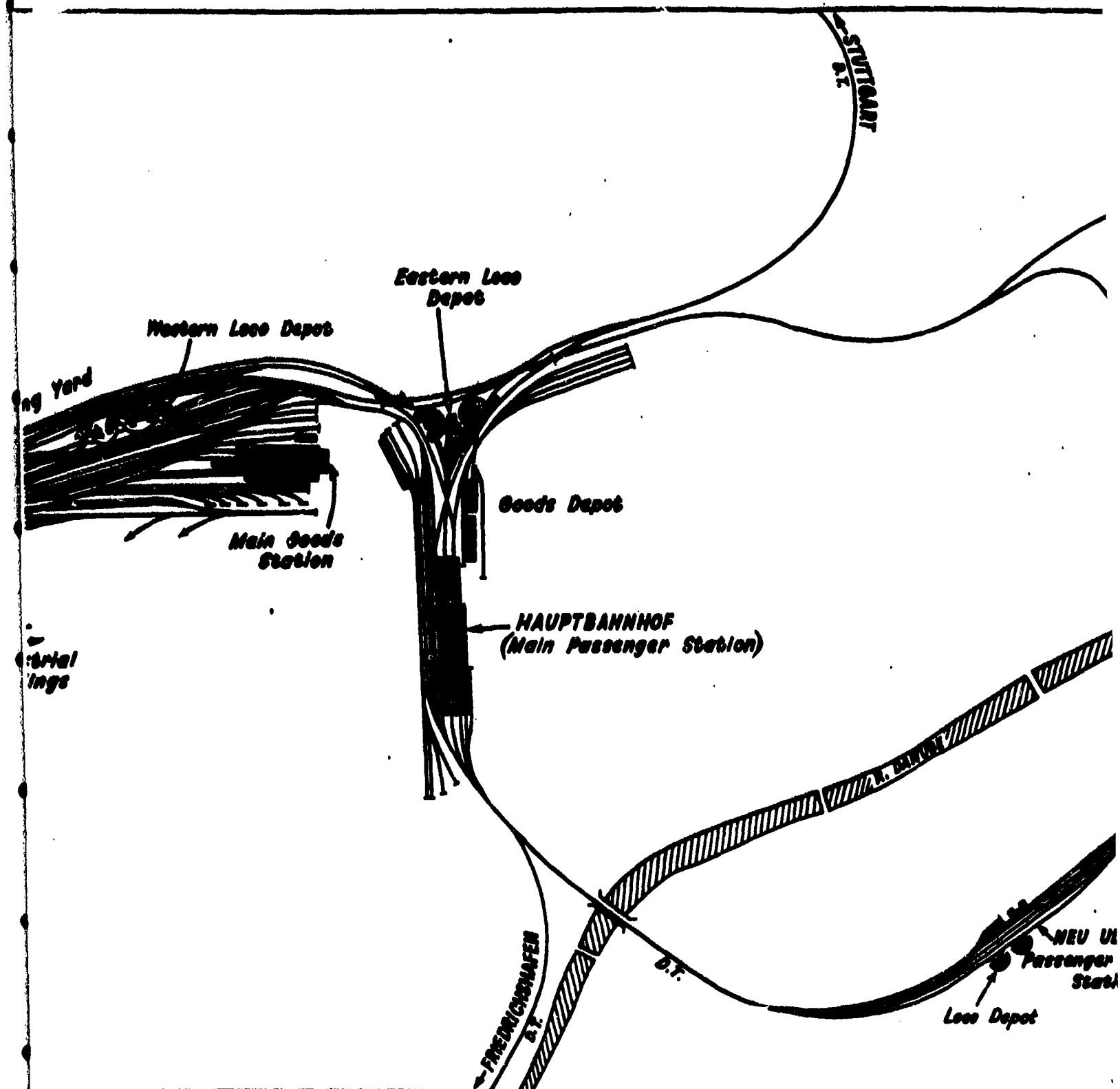


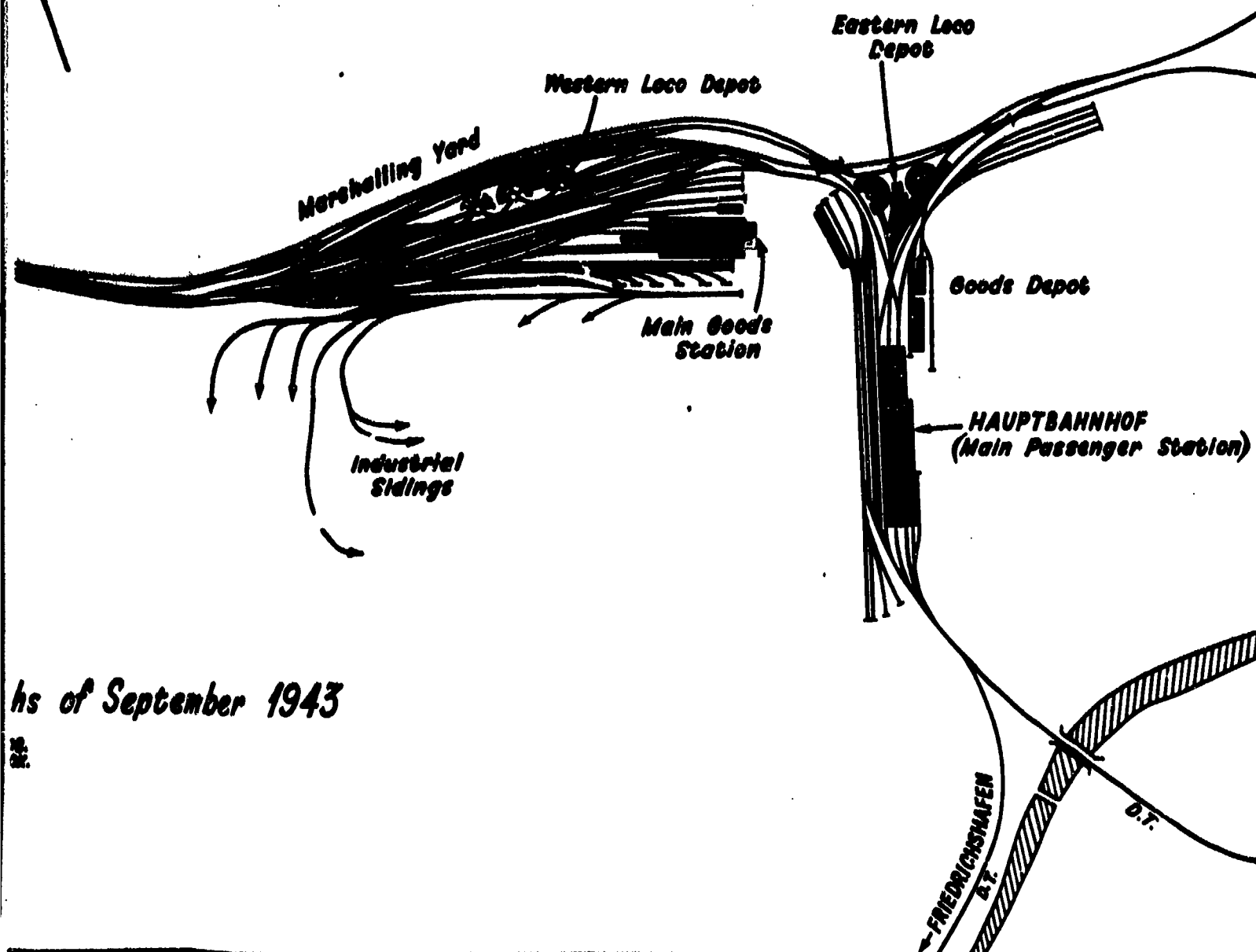
ULM

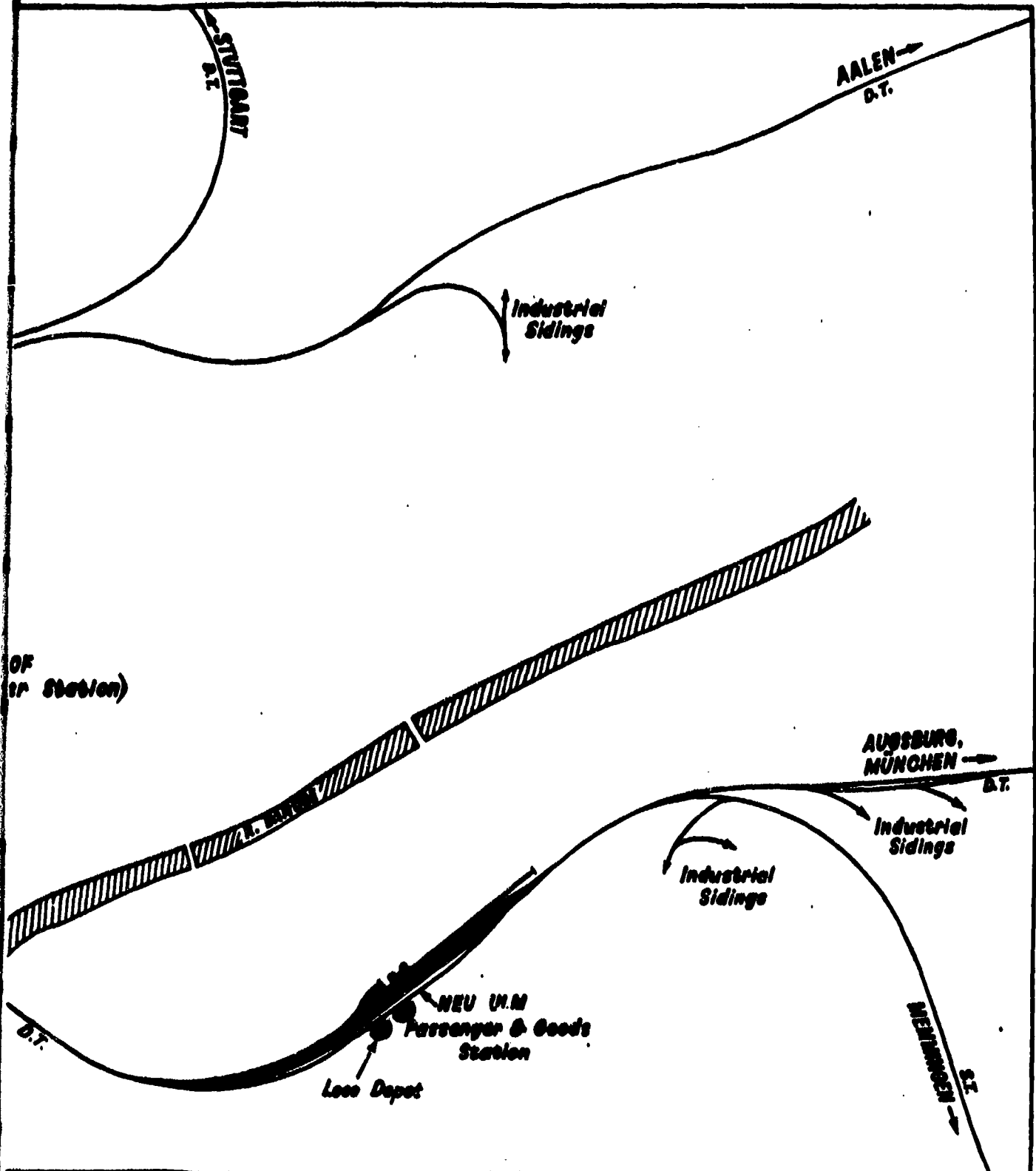
Railway Facilities

Produced at C.I.U. from photographs of September 1943

0 500 1000 YARDS.
APPROX.







SAFETY INFORMATION CARD
FOR PHOTOGRAPH

EXPOSURE 1000
10000000

0
1
0

NO

NO

NO

NO

(1.12.20)

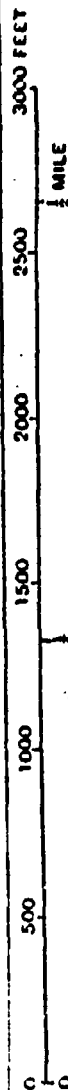
approx

March 1944

Photograph 15 April 1941



THERMAL POWER STATION, Etc — TRIER (GERMANY)



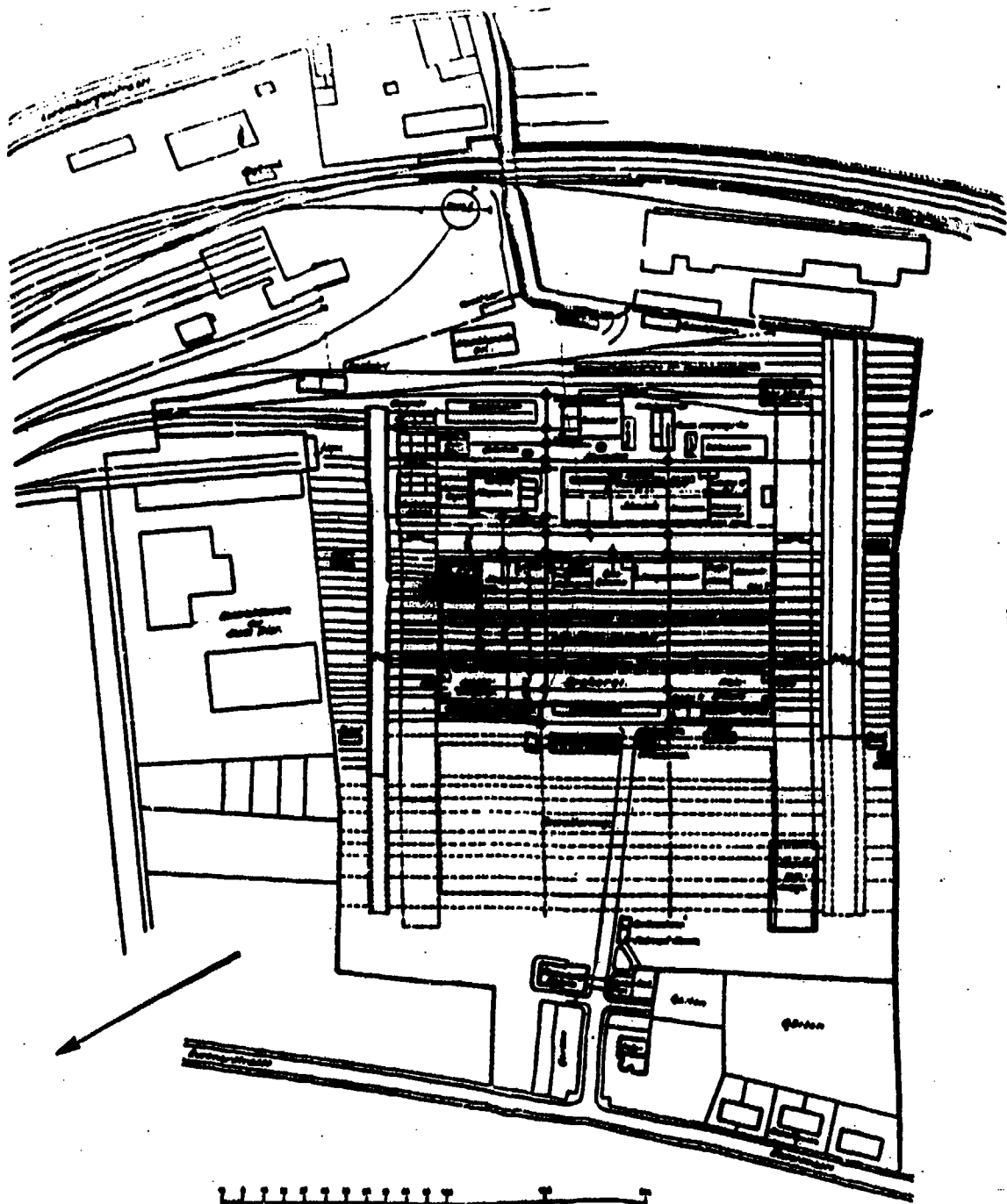
Photographed 5 April 1943

(1:6,000) approx.

Issued February 1944



Diagram of layout of repair Shop at Trier.



Received 2/8/00



DEPARTMENT OF DEFENSE
DIRECTORATE FOR FREEDOM OF INFORMATION AND SECURITY REVIEW
1155 DEFENSE PENTAGON
WASHINGTON, DC 20301-1155

2 JAN 2000

Ref: 98-M-0165/A1

[REDACTED]

This refers to our letter to you dated October 7, 1999, regarding your appeal to the Information Security Oversight Office for 14 documents previously requested under Mandatory Declassification Review procedures. One document (AD346727) was provided to you by our letter dated November 19, 1999.

The review of 11 British documents you requested is complete and there are no objections to release. Titles of these documents are contained on the enclosed sheet and a copy of each is enclosed. We will advise you as soon as the reviews of the remaining two documents are completed.

*Per our letter,
Please mark these 11
documents "available
to the public."*

Sincerely,

SIGNED

H. J. McIntyre
Director

AD-036799
AD-044992
AD-048643
AD-057151
AD-057524
AD-057525
AD-057526
AD-057527
AD-122495
AD-136830
AD-139544

*I verified the docs
could be marked
available for public
release via telecon
with Pat Skinner,
DDO Security Review,
695-7556/E428.0 on
1 Jan 2000.*



*Kelly Akers
DFO-RS*

Received 2/8/2000